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THE AMERICAN

ELEVATOR AND

GRAIN TRADE

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VOL. XLV

431 South Dearborn Street, Chicago, Ill., October 15, 1926

NO. 4

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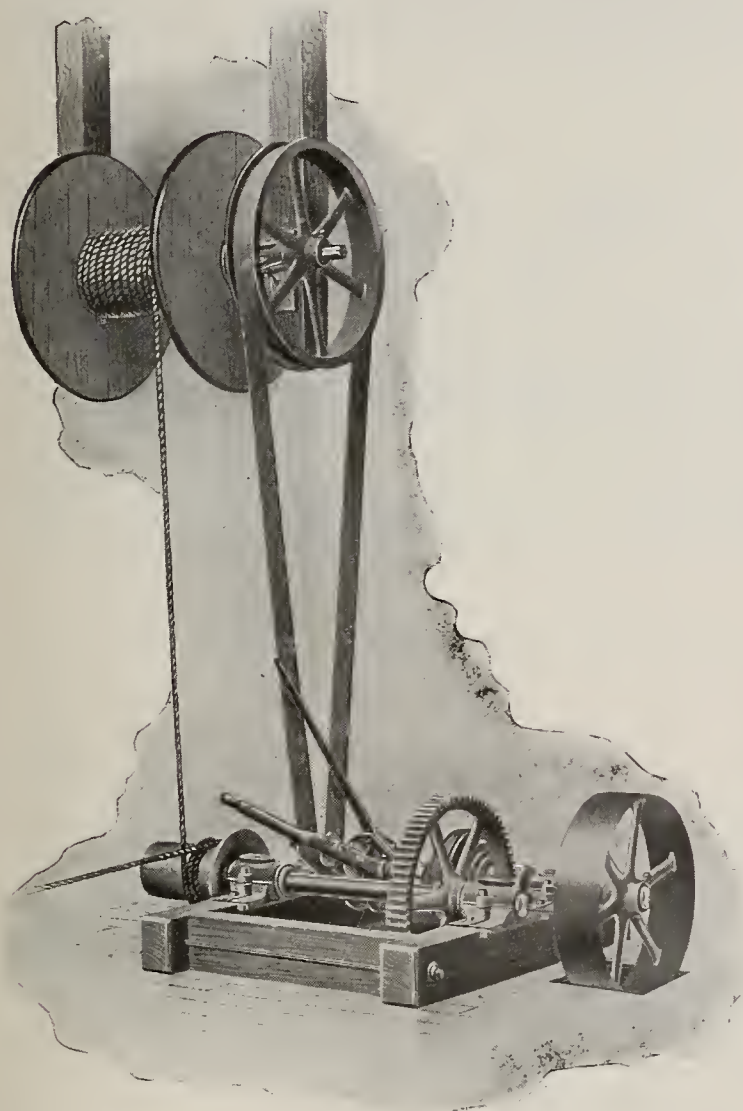
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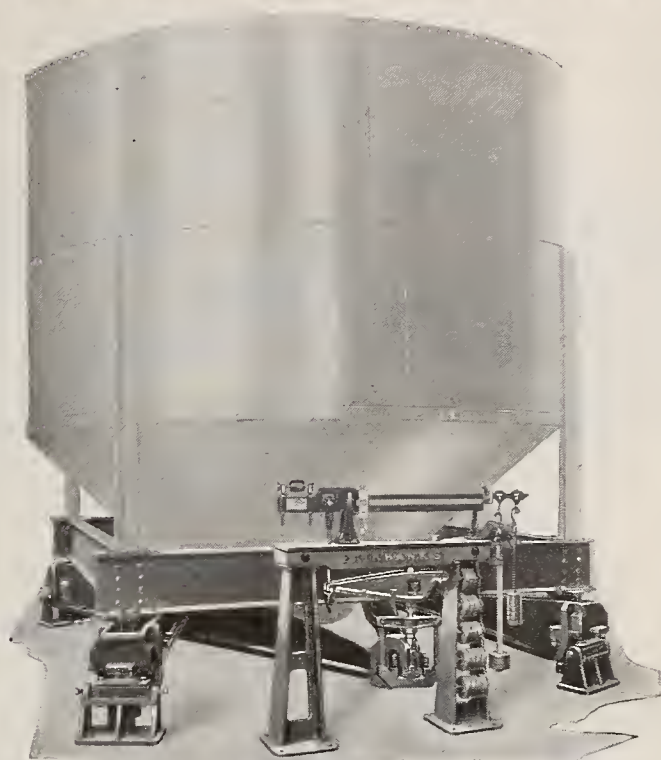
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Movement of Grain and Hay During the Year 1925

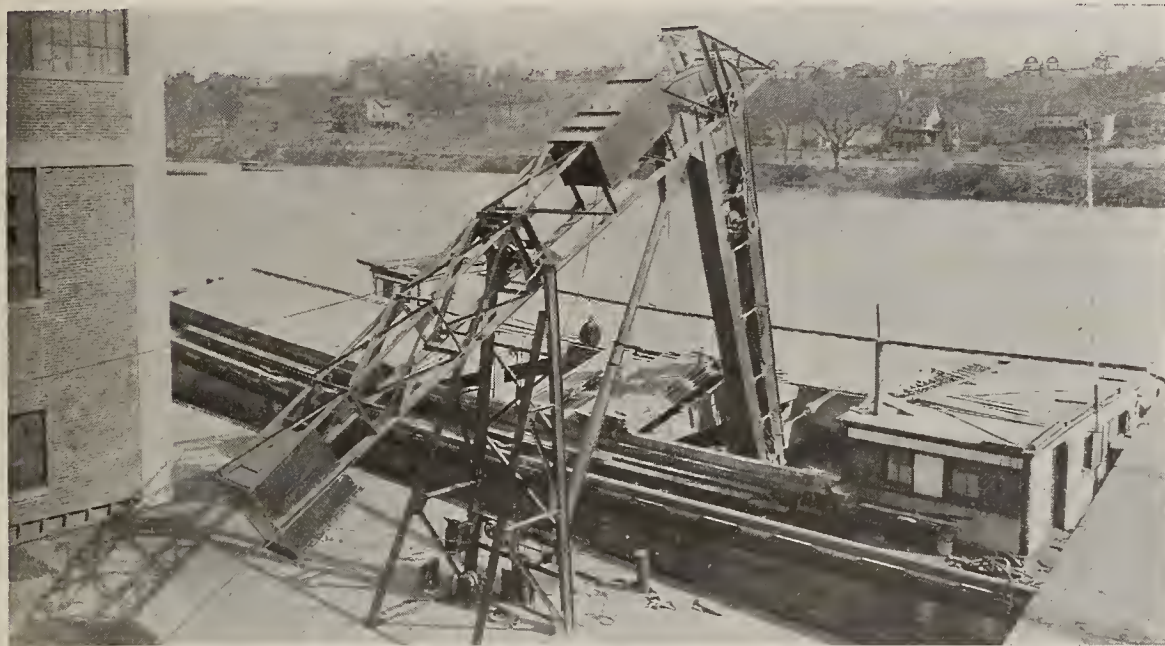
	Receipts	Shipments
Corn	18,838,000 bushels	14,527,000 bushels
Oats	9,016,000 bushels	7,818,000 bushels
Wheat	4,527,000 bushels	2,141,000 bushels

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THE LEW HILL GRAIN COMPANY G R A I N COMMISSION, BROKERAGE Phone Main 3886		The Bingham Grain Company Receivers and Shippers of G R A I N

WELLER EQUIPMENT

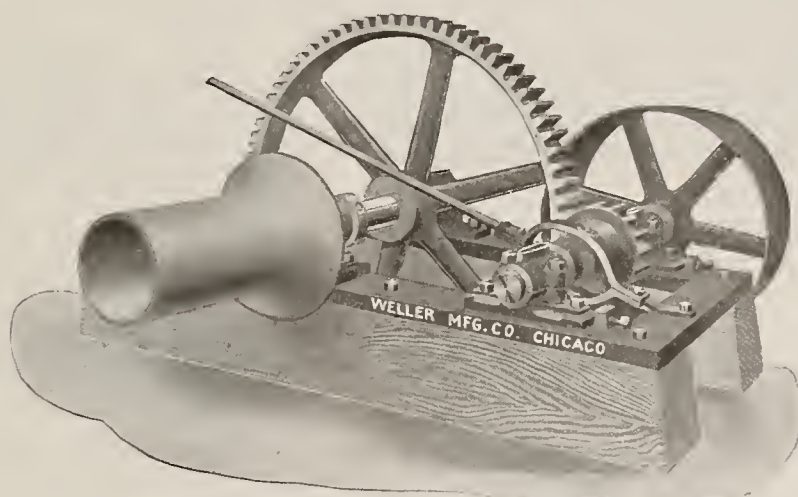
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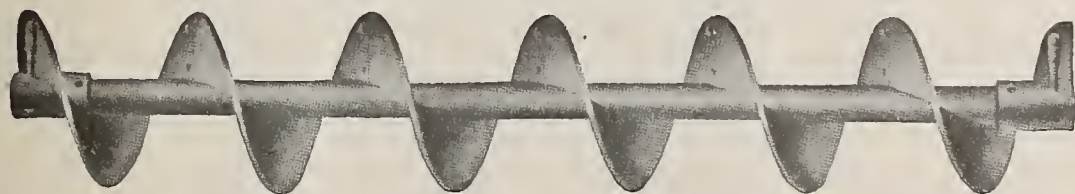
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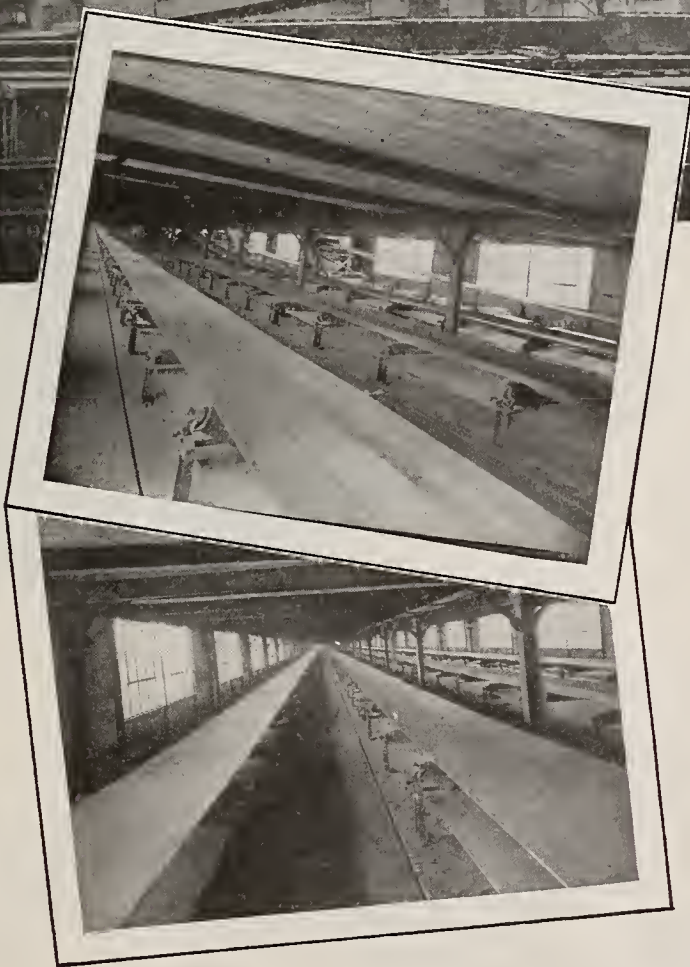
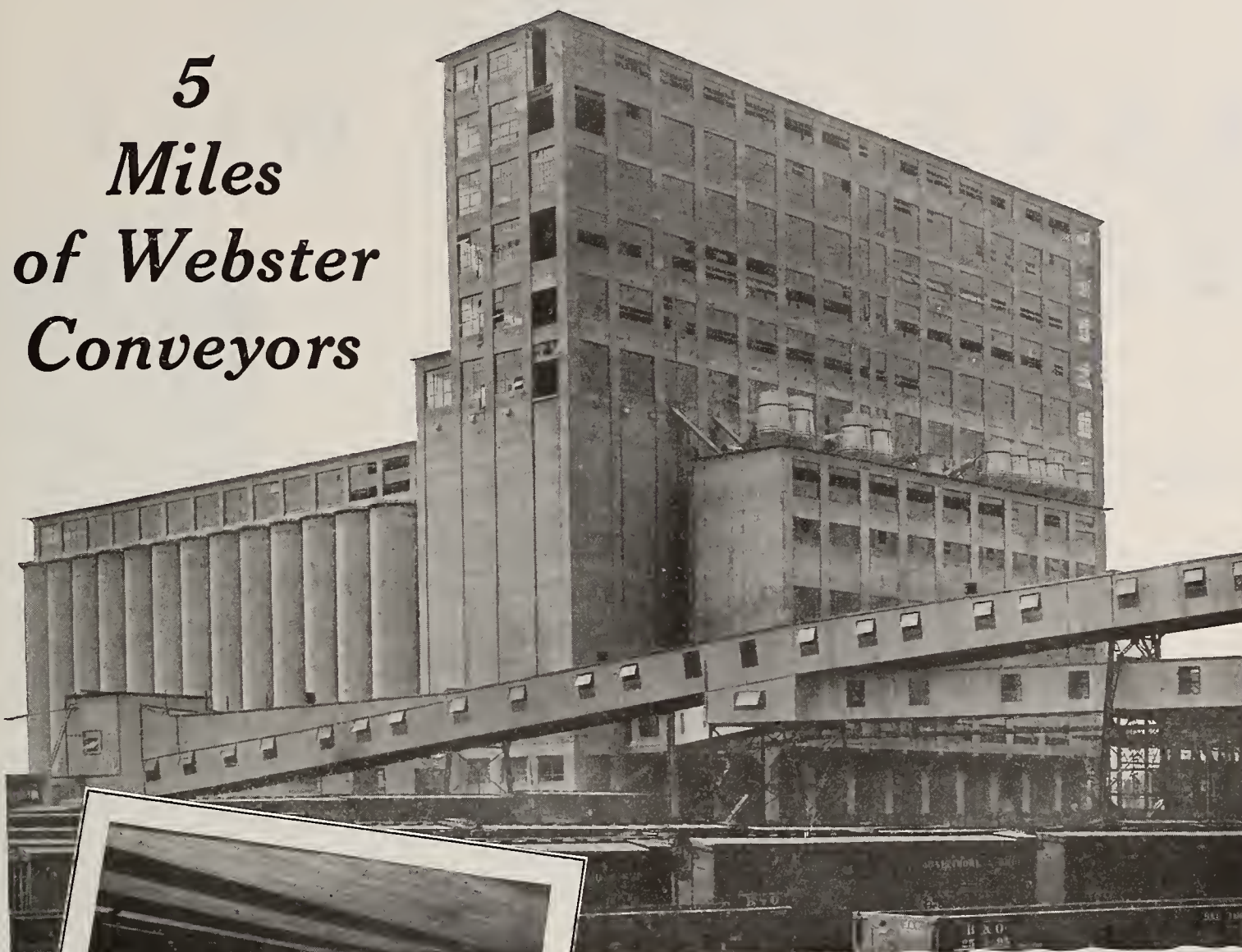
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- "Invincible"

Grain

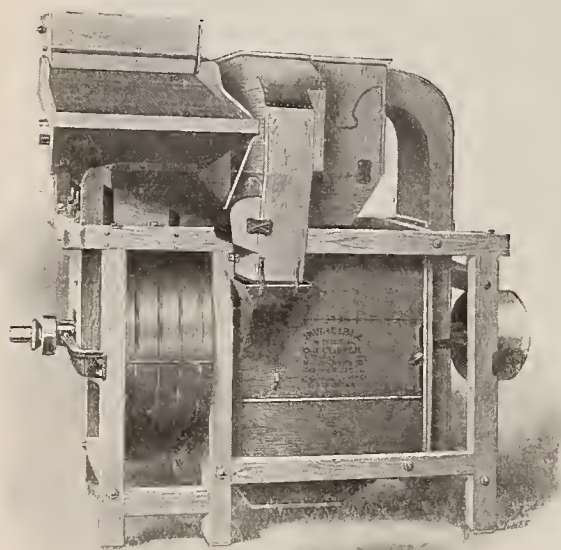
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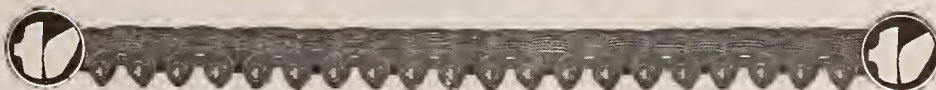
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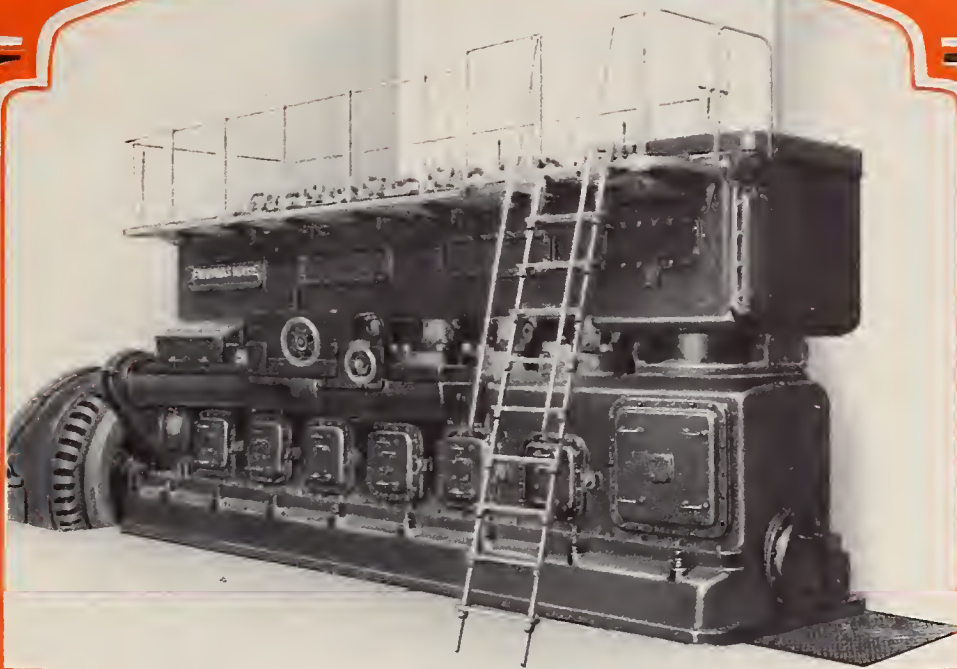
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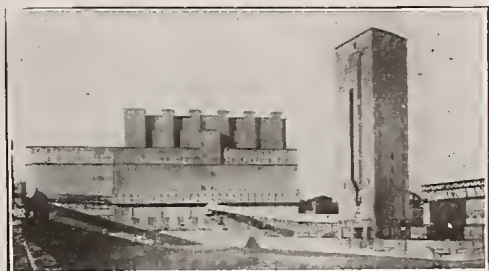
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Capacity 2,600,000 Bushels
Completed 1912



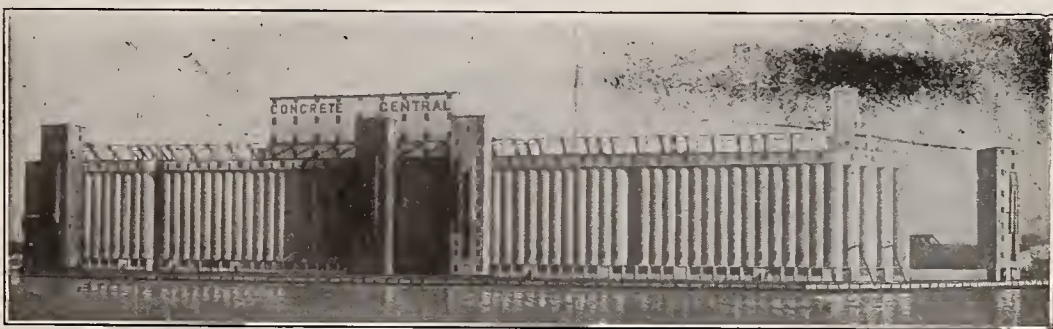
Sydney Terminal Elevator
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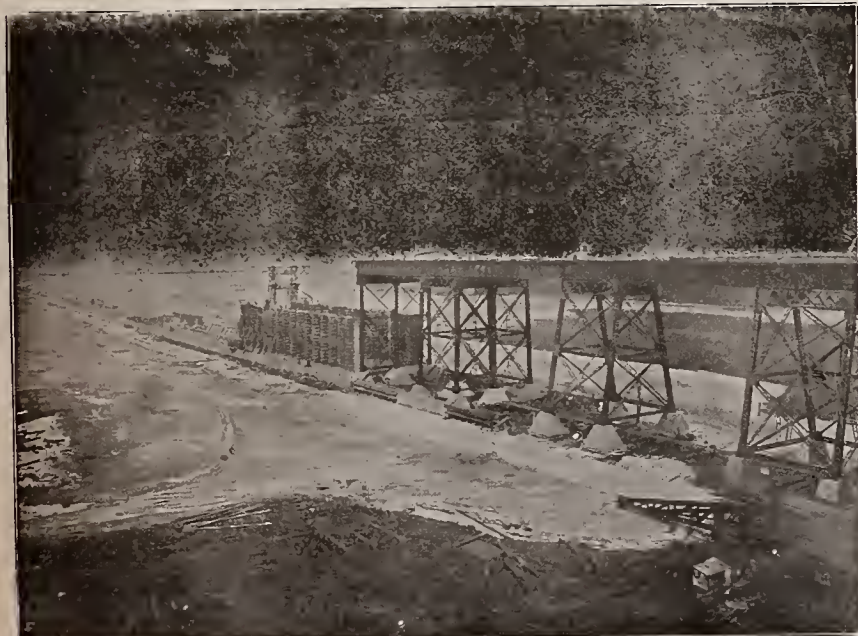
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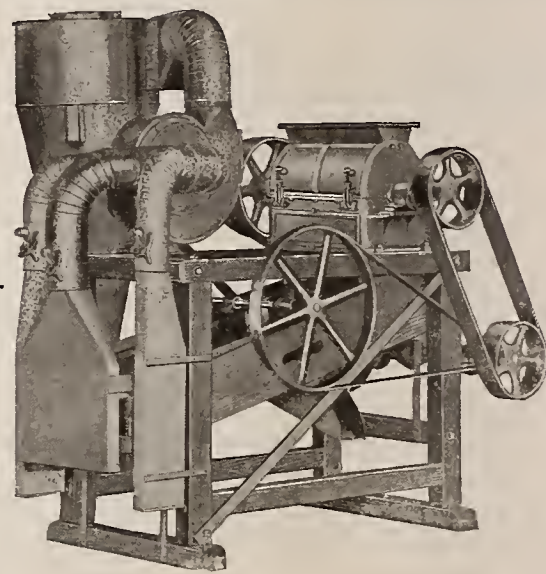
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Let us equip your storage with a

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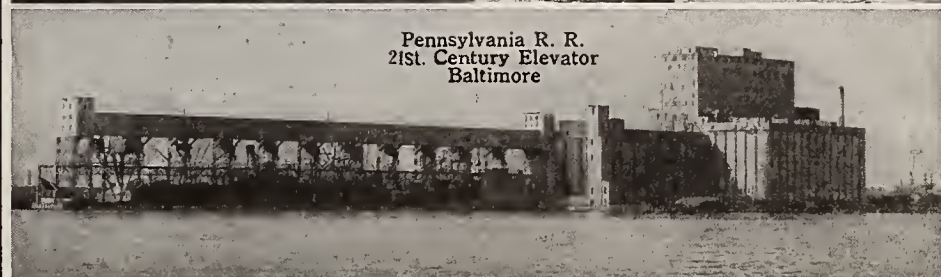
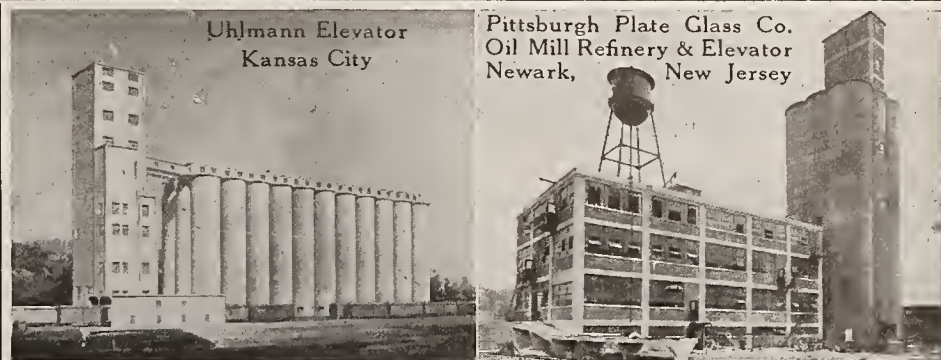
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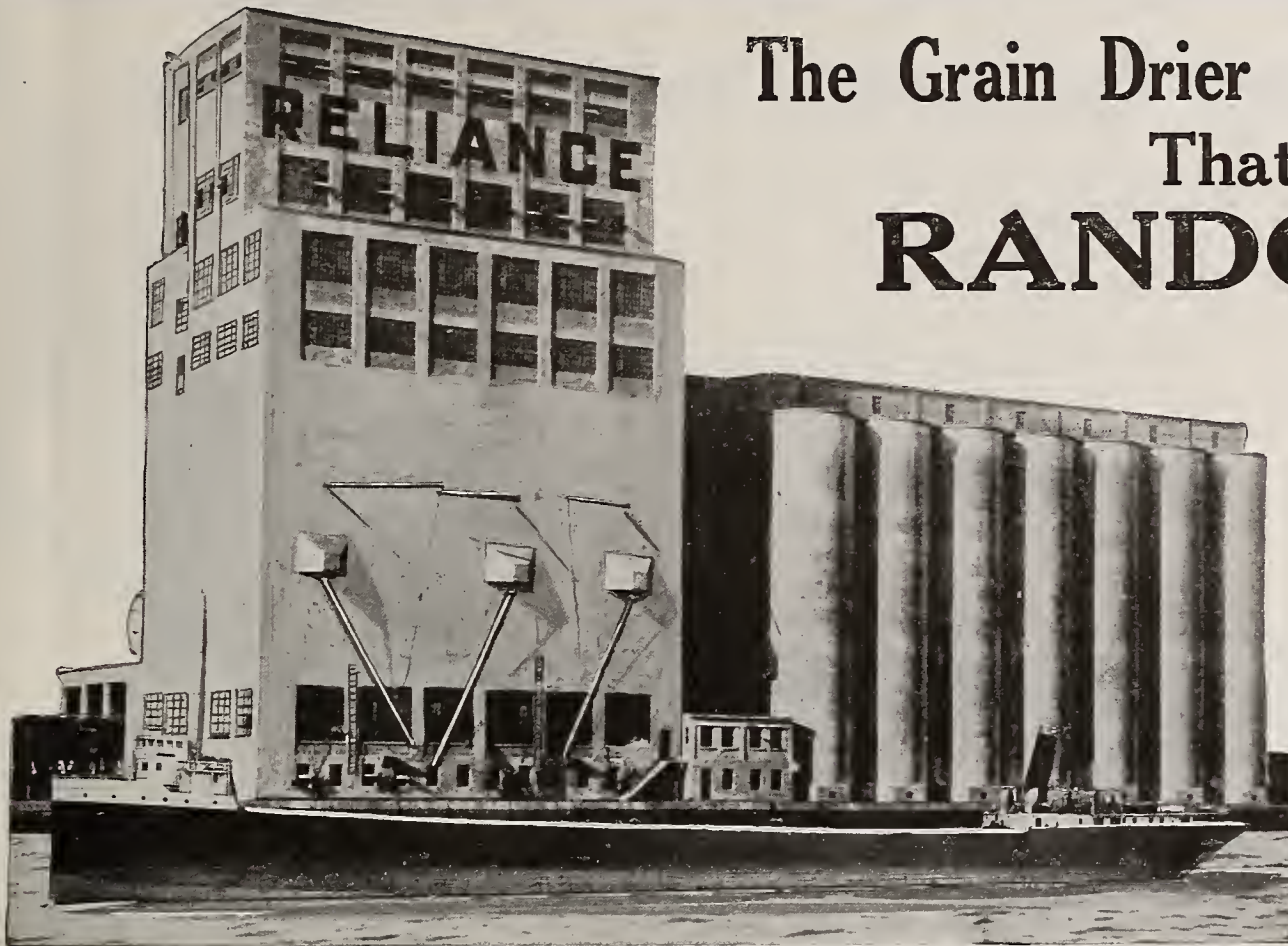
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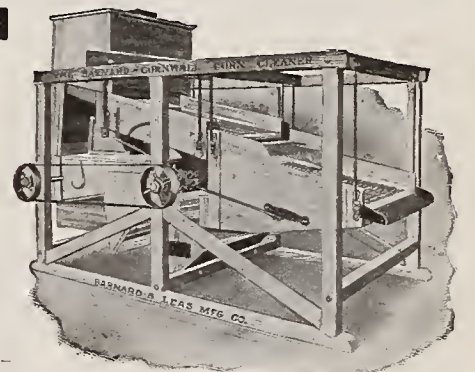
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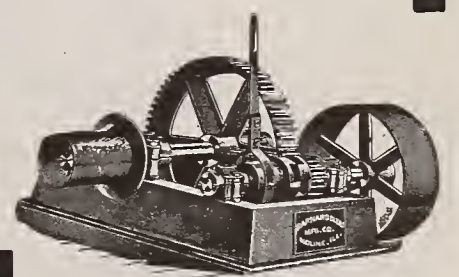
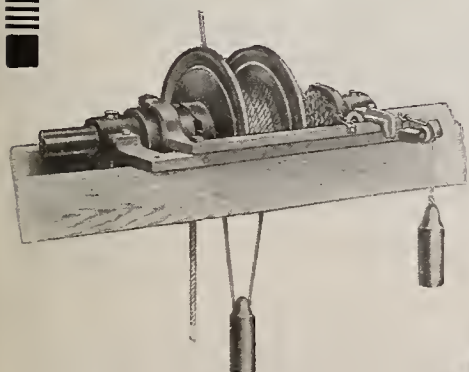
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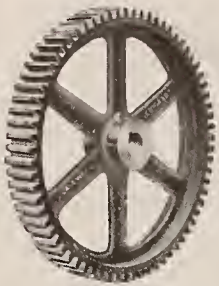
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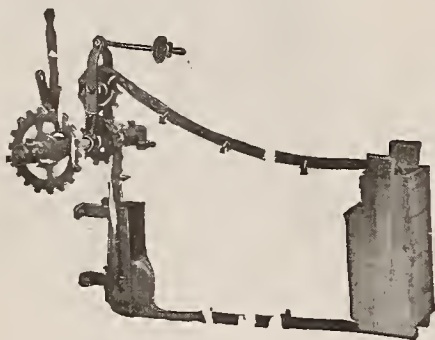
Design and construction are covered completely in this book of 556 pages. The new second edition brings it up to the minute with fresh data, new cuts, and a modern treatment throughout. Over 150 pages were added to the old edition. The new chapters on "Reinforced Concrete" and "Methods of Construction and Cost of Retaining Walls" are especially valuable. It is the standard work on stresses due to granular materials.

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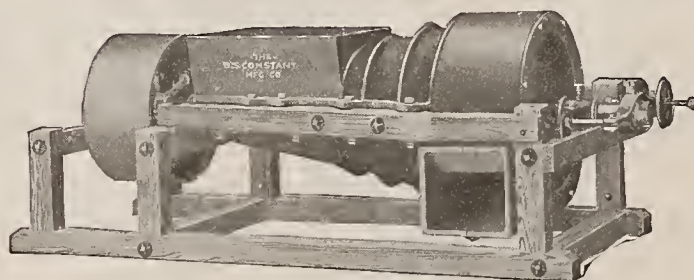
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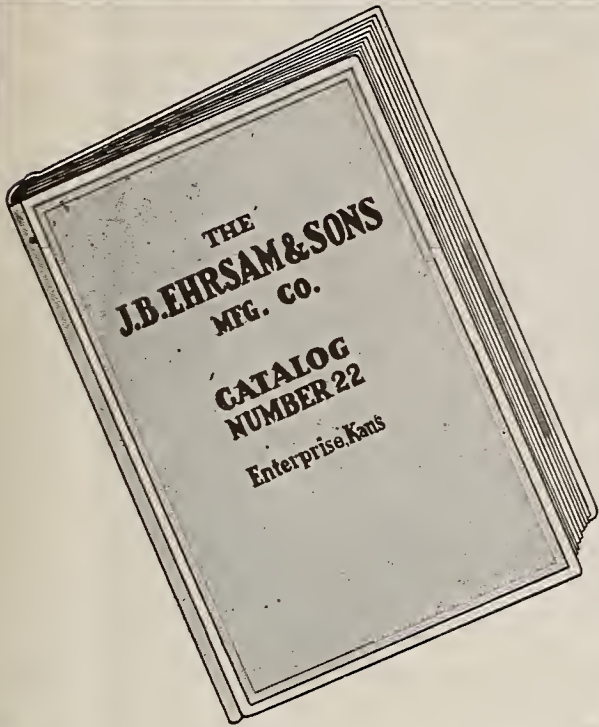
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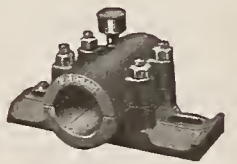
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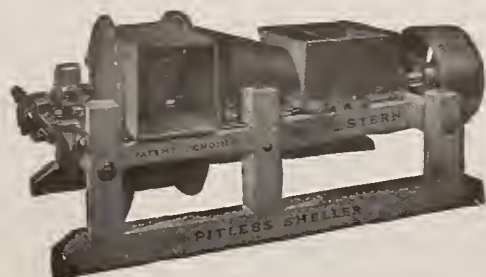
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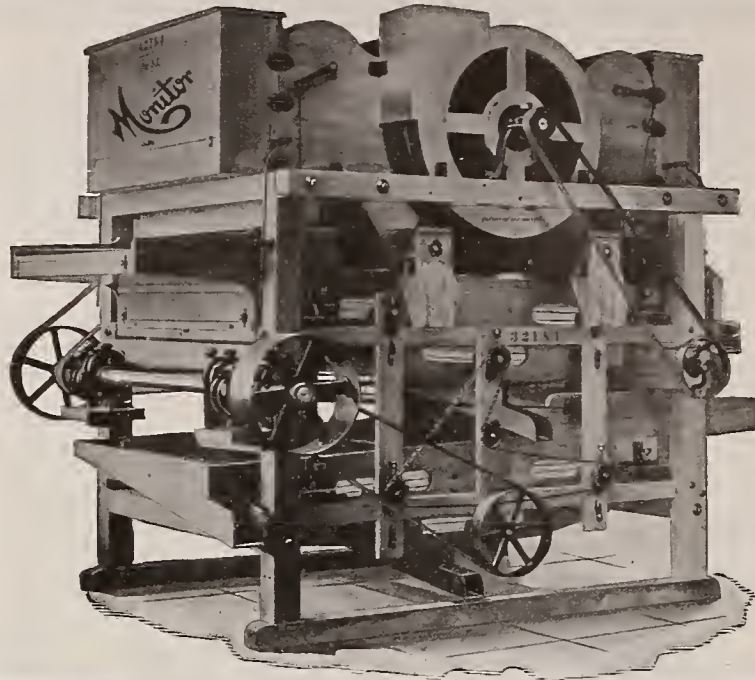
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Established in 1882.



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Established in 1882.

VOL. XLV

CHICAGO, ILLINOIS, OCTOBER 15, 1926

NO. 4

Rialto Elevator Adds Concrete Storage Annex

Capacity of South Chicago House Is Increased by Adding a Modern 1,500,000-Bushel Annex and A New Marine Leg

THE reinforced concrete annex recently erected adjacent to the Wabash-Rialto Elevator, on the Calumet River in South Chicago, stands out in bold white relief against the black background provided by the old house. The new unit presents itself as a good example of modern engineering and a valuable addition to storage facilities in the area. It has a storage capacity of 1,500,000 bushels; and at the same time that it was erected a new marine leg of 25,000 bushels per hour elevating capacity was added to the Rialto Elevator. Steel grain bins cased in tile formed the old house, along with a working floor with brick walls and a cupola of structural steel covered with corrugated iron.

The new tanks were just placed in use the latter part of the summer, after being rushed to completion in an unusually short time. The Nye & Jenks Grain Company, which has been operating the Rialto plant for very nearly a quarter century, found it necessary to acquire increased storage, and it was on this account that the erection of the new storage was undertaken. All of the new construction was designed and carried to completion under the direct supervision of the Chicago office of James Stewart & Co., Inc. The house consequently has all the latest improvements and devices, including the steel bin bottoms and other features productive of economy in building as well as operation. The machinery for the storage annex was furnished by Sprout, Waldron & Co., and the machinery in the marine tower was supplied by the Webster Manufacturing Company. Rubber belting was provided by the B. F. Goodrich Rubber Company.

The concrete mattress for the reinforced concrete bin structure was laid on 2,749 35-foot piles and the new structure measures 102 feet 7 inches in width and 240 feet 7 inches in length. Transportation facilities are excellent, the house having its own trackage from the railroad passing one end, as well as a slip leading to the Calumet River.

There are 10 tanks in each of four rows. Each of the units measures 24 feet 7 inches in diameter outside and 26 feet center to center north and

south, 24 feet east and west. The tanks are uniform in size except that one corner tank was constructed a trifle smaller than the others. In addition to these 40 cylindrical tanks there are 27 interspace bins. The separating walls are seven inches thick.

From basement floor to bin floor the height is 108½ feet. To this was added 8½ feet by the cupola which houses the conveyor belts above. The old house has a bin floor which is approximately 12 feet lower than the floor of the cupola in the annex and the distance from the old house to the recently completed annex is nearly 45 feet at the cupola level. A three-foot sand fill was

transfer belt and also pulls its four-pulley tripper.

Five 40-inch belts were provided over the storage to fill the bins, and five 32-inch shipping belts are provided below. The 40-inch belts are pulled by five motors of 25 horsepower each, while five 15 horsepower motors pull the shipping belts through the belt runways with walls and floors 12 inches thick. At the point at which the belts had to be carried through the pre-existing receiving pit hoppers, housings were built of sheet steel with a pitched roof.

A 40-inch reversible transfer conveyor belt to receive grain from the 10 scales by the use of hinged spouts was provided in the cupola of the old elevator, and the self-propelled tripper discharges on any of the 40-inch conveyor belts of the storage annex, or into any of the eight trolley spouts from the middle scales by means of using small sheet metal extensions from the point just above the inlet to these telescopic spouts. A four-pulley tripper is provided for this transfer belt and a 30-horsepower Fairbanks-Morse Motor is used.

Among the interesting mechanical features is the fact that all conveyor belts—which are composed of several plies of fabric cemented together and covered with rubber compound—are provided with Stewart type automatic take-ups. The belts travel 800 feet per min-



NEW STORAGE ANNEX OF THE WABASH-RIALTO ELEVATOR, SOUTH CHICAGO, ILL.

made under the basement of the annex, with a layer of tar paper between the fill and the floor slab.

Steel conveyor bridges, five in number, were erected between the annex and the old elevator. Metal draw-off spouts from storage, conveyor tunnels and supports outside conveyor tunnels were also furnished. A 40-inch reversible transfer conveyor belt to receive grain from the 10 scales by means of hinged spouts was installed in the cupola of the old elevator. There is a self-propelling tripper which discharges on any of the 40-inch conveyor belts of the storage annex, or into any of the eight trolley spouts from the middle scales by means of small metal extensions from the point just above the inlet to these telescopic spouts. A 30-horsepower Fairbanks-Morse Motor pulls this

ute over carrier pulleys having six-inch diameters and four-inch faces, the concentrating pulleys being of 5½-inch diameters and 9½-inch faces, with grease cup bearings. An 18-inch globe ventilator is located in the center of the cupola; and at the tops of the outside bins are located annex bin vents. Vents through the roof of the cupola care for the inner bins.

A 300-k.v.a. generator with voltage regulating device was placed in the power house. This has a voltage of 440, alternating, and is used to provide current for the electric motors driving the numerous belt conveyors and the machinery in the new marine tower. A 22-tooth split sprocket driving by Link-Belt quadruple steel roller chain in oil tight housing a sprocket of the same number of teeth on the low speed side of a gear reduction set, hav-

ing a ratio of five to one, drives the generator from the old engine countershaft. The motors were furnished by Fairbanks-Morse & Co. and are of the double squirrel cage type, giving high torque and low current at starting, with ball bearings.

The marine leg has been added to the old unit, which is adjacent to the slip which serves the elevator. The new marine tower is 131 feet 9½ inches high and measures 58 by 84 feet. It has concrete floors and the entire unit is built of structural steel. The structure was bolted to the steel tanks of the old elevator. Three Allis-Chalmers and one Fairbanks-Morse Motors located in the tower are used to drive the machinery. The leg is driven by a 100 horsepower motor that runs 690 revolutions per minute, and between the countershaft and head shaft a Link-Belt Roller Chain is used. The pusher boom is moved by a 15-horsepower motor with a leather belt to the seven-inch pulley. Bevel gear turning the screw controlling the boom hooks up with this pulley shaft, and this motor has a reversing switch.

The ropes of the ship shovels have a 100 horsepower drive which takes care of the four drums—two of which have been mounted on each side of the marine leg, one above the other. The slip ring motor has two speeds, and the rope travel at the face of the wood lagging on the drum is 750 feet per minute at high speed and 375 feet per minute at low speed. A 70-tooth, 5½-inch face cut steel gear drives each drum. The 70-tooth gear is driven by a 49-tooth, seven-inch face cut cast steel gear. There are two of these gears each of which drives two shovel drums.

In each case the pinion drives the shovel drum above and below the countershaft on which the pinion is located; and in turn, this countershaft is driven by means of a herringbone helical cut single reduction gear unit, and this is itself driven by the 100-horsepower motor.

A belt with two rows of buckets, 12 by 8 by 8 inches, 12 inch centers, staggered, is part of the elevating leg equipment. The boot and head pulleys are 68 feet apart, centers, and the crosshead has a travel of 60 feet. The present easterly and receiving and shipping legs of the elevator have a combined elevating capacity of 24,000 bushels per hour, and to get the maximum elevation by the marine leg care is needed to divide the flow between the two. The capacity of the leg on the dip is 25,000 bushels per hour, but the capacity of the receiving and shipping legs limits the actual handling capacity on account of the necessity for dividing the stream of grain from the marine leg.

The marine tower does not show in the illustration on the preceding page because it is on the opposite side of the old building, adjoining the slip.

BUILDS BIGGER ELEVATOR AT END OF SIX YEARS

Handling the marketing of the enormous grain crops raised on the vast farms of the Dakotas and other northwestern states has necessitated the maintenance of country elevators which dot the states at short intervals up and down their area. Despite the gloom which has been broadcast by the pessimistic agitators plenty of these houses are not only satisfactorily fulfilling their duty to the community, but are being profitable to their owners while doing so. The question is largely one of good management and the adherence to policies which will keep friendly and satisfactory relations with the local.

One concern which has succeeded in doing a good business in a country station in the Northwest is Walth & Lammle, of Hosmer, S. D. They commenced business at this location March 1, 1919, with a capital stock of \$11,000. The requirements of the concern were such that they rapidly outgrew their storage facilities. The growth of the volume of grain handled made it difficult to keep up, and it was found that their 18,000-bushel capacity house was not adequate. Accordingly, on March 28, 1926, Walth & Lammle began wrecking their old grain elevator—a house which was 24 feet long, 24 feet

wide and 32 feet high. The razing of this property took only a short time.

Work was immediately pushed forward on the new house. The modern building now in use has a storage capacity of 25,000 bushels and measures 27 feet in length, 26 feet in width and 42 feet in height. The storage is divided into nine bins. The illustration on this page shows the new elevator complete, though some lumber and construction material belonging to the contractor still appears in the picture. Situated adjacent to the right of way of the Chicago, Milwaukee & St. Paul Railroad, the elevator has good transportation for shipping out its grain and the other commodities handled as sidelines.

The elevator is of cribbed construction with metal siding. It has a receiving capacity of 1,000 bushels per hour and a shipping capacity of 1,500 bushels per hour. A grain cleaner has been provided which can handle 275 bushels per hour.

Electricity is used for lighting, and a 10-horsepower gas engine, supplied by Fairbanks, Morse & Co., Chicago, provides the power. The main drive is rope, and a clutch provides the usual operation control. For weighing, a 10-ton Fairbanks Scale



ELEVATOR OF WALTH & LAMMLE, HOSMER, S. D.

has been installed. Every effort was made to render the elevator immune from fires and in addition to water barrels, extinguishers are maintained.

The chief commodities handled are wheat, rye, barley and flax. The principal sidelines are implements and coal.

WATERWAY CONFERENCE TO BE HELD AT ST. LOUIS

The drafting and adoption of a waterway program which will outline a definite legislative policy for the completion of the nation's river and harbor system within the next five years will feature the eighth annual meeting of the Mississippi Valley Association to open in St. Louis, November 22. More than 400 Chambers of Commerce, grain trade, agricultural, civic and waterway organizations will participate in the deliberations of the convention and in the preparation of the contemplated national program which will be placed before Congress in December as indicative of the existence of a national sentiment for the development and use of the inland waterways for transportation purposes. Invitations to the convention have been sent to more than 8,000 grain men and other business men, and farmers as well as to state and municipal authorities throughout the country.

The adoption of the contemplated program by Congress in December, will forever remove the un-

certainty of completion of the country's inland waterway development work and place upon a firm footing a form of transportation which after a quarter of a century of dormancy has come back into its own as a unit in a national transportation system embracing both rail and water, President Smith of the association said. He declares that the program to be adopted by the convention is designed to do away with piecemeal appropriations, which it is claimed are more costly than completion of the entire program would be under the continuing development plan.

CANADIAN WHEAT BLOCKADE HELPS AMERICAN FARMERS

By ELMER M. HILL

Canada is facing a grain blockade extending from Fort William to Montreal. The plug will be pulled out of the Canadian grain hopper within the next few weeks and the 1926 grain crop of the Dominion will come pouring down the lakes, headed for Montreal and Europe. Grain and shipping men are tremendously exercised as to where it is going to be put and a terrific blockade seems inevitable.

Terminal elevators at Montreal have a storage capacity of 12,000,000 bushels of grain but early this month more than 10,000,000 bushels were lodged in the bins and it is likely to remain there. Shipping men attribute this congestion to the fact that the grain crop of the three prairie provinces is controlled by the wheat pool, an organization of grain growers. These growers have emancipated themselves from the Winnipeg wheat brokers and are determined to get all there is to get out of their co-operative organization.

With a spread of close to 12 cents a bushel between No. 1 Northern at Winnipeg and No. 2 Red at Chicago, the pool managers say the European buyers are welcome to take the United States grades at the lower price if they care to do so but they will not get No. 1 Northern at the same price. Hence the elevators at Montreal are crowded with pool grain from last year's harvest. Tramp steamers have almost ceased coming into the St. Lawrence in search of grain cargoes and already this year it is estimated that 20,000,000 bushels of grain have gone to Europe through Boston, New York, Philadelphia and Baltimore that normally would have gone through Montreal with a corresponding profit for Montreal elevators if there had been no blockade.

Already the American grain crop is moving down the lakes in great volumes. The Canadian crop from the prairie provinces has been delayed owing to unseasonable weather. The crop grew well and ripened well but late in September persistent rain falls caused extraordinary delay and in addition western farmers in Canada have been hampered by a shortage of harvest hands.

When the Canadian West is short of harvesters, it is a sign the East is prospering. The men who formerly took advantage of the \$15 rate from Halifax to Winnipeg to work in the wheat fields were mostly men who would work at home but could find no employment. Now they are wanted in the industrial plants where a revival of activity is most pronounced. There has been, however, intensive recruiting of harvest hands across the international border in the United States.

The operation of the western wheat pool which has combined under one management the separate pools among the growers of Manitoba, Saskatchewan and Alberta, is a new factor in the Canadian situation this year. It is reported that the elevators owned and controlled by the pool are filled to bursting with the remainder of the 1925 crop and these supplies will have to be cleared rapidly because the new grain is now pouring in at the shipping points. At present there is a partial blockade extending from Fort William at the Canadian head of the Great Lakes to Montreal, the Canadian outlet on the seaboard.

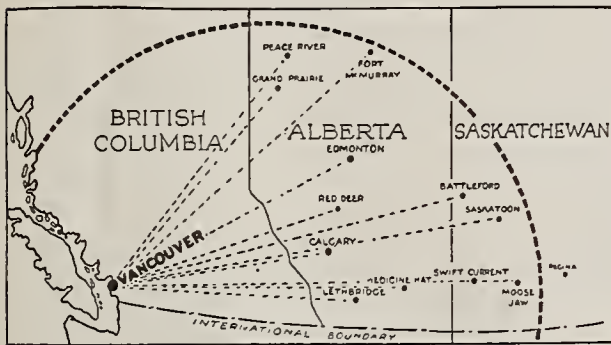
This situation is working to the advantage of wheat growers in the United States. There is no hint of blockades at any American port and Buffalo is ready to handle any volume of grain that may

be sent down the lakes from American or Canadian shipping points. If the American farmers take advantage of the present opportunity and market their grain before the tremendous Canadian surplus can be unloaded on European markets, there is every indication they will receive satisfactory prices. Canadian interests express the hope that the pool managers may sense the danger in the present situation since storage and insurance charges already have eaten deep holes in prospective profits.

VANCOUVER ADVERTISES

The advantages and the supposed disadvantages of Vancouver, B. C., as a grain terminal are given a terse discussion in the new advertising message sent out to tens of thousands of grain growers and dealers in Saskatchewan, Alberta and British Columbia, by the Vancouver Harbor Commission. The objection has been raised in some quarters that Vancouver terminal charges are higher than those charged at eastern ports. But when the service given at the respective ports are compared, say the Commissioners, it will be found that the western charges are strictly reasonable.

On shipments of grain through the Vancouver



MAP OF VANCOUVER GRAIN SHIPPING AREA

Harbor Commissioners' elevators, the owner receives the following return for screenings: On wheat, oats and barley, carrying a dockage, after deducting one-half of 1 per cent of the gross weight of the car for waste, a return will be made for the balance of the screenings, in the form of a warehouse receipt. On a car of 90,000 pounds the average return to the owner for screenings during the last crop season was \$4, or approximately ¼ cent per bushel.

Above is the map which Vancouver grain men are using extensively. Every shipper who starts consignments from points within the circular dotted line, can benefit by shipping via Vancouver.

The two elevators operated by the Harbor Commissioners have a storage capacity of 3,725,000 bushels; those operated by public companies and individuals have a capacity of 2,750,000 bushels, a total of 6,475,000 bushels. At the Commissioners' piers alone there are berths for 11 deep sea grain vessels.

ODDS ARE ABOUT EVEN

In about 120 days Commissioner Campbell of the Interstate Commerce Commission will be dictating to his stenographer a little message that will make grain-men in a score of cities drop the ticker tape into the wastebasket while they turn all attention to the announcement from Washington, D. C. It will be the irrevocable decision on the heavyweight championship rate match promoted by the M. & St. L. Railroad when it announced that it wanted to slice six cents off northwestern rail grain charges.

The final rounds of the fight ended in Kansas City, Mo., September 22. Opponents are to file final briefs by December 1, while further oral arguments will be heard shortly after that. Then within 90 days the Commission will announce its decision headed, probably, by a February dateline. Following are a few of the final pro and con arguments offered by both sides on the proposed six-cent rate reduction from the Northwest to eastern trunk line territory. First, the "pros":

The Cargill Grain Company shipped 3,500,000 bush-

els of oats to its Buffalo elevator in 1925 and early 1926 in 26 cargoes at one and nine-tenths cents per bushel.

The Cargill firm was forced to build its Buffalo elevator to remain in the eastbound grain business and shipped more than 6,000,000 bushels of wheat to Buffalo by the lakes in preference to the rail route.

Actual costs paid by Minneapolis mills in shipping flour east by the Great Lakes show that lake rates are two cents a bushel or less although rival markets set the figure at four or more.

Cost of shipping a 40-ton car of wheat from Bismarck, N. D., all rail to New York with transit milling in Minneapolis is \$58 greater than the cost of shipping a like quantity down the lakes with milling at Buffalo.

Ninety-five per cent of the flour shipped to Atlantic states all rail by the Pillsbury mills in Minneapolis takes a rate of 43½ cents for 100 pounds and statements that special concessions reduce the rate are inaccurate.

The Washburn Crosby Company, shipped 9,000,000 bushels of grain via the water route to Buffalo last year at less than two cents a bushel.

The Soo Line takes the stand that relationships between competing markets are important but outside the issue.

Among those opposing the rate slice, was C. W. Lonsdale, president of the Simonds-Shields-Lonsdale Grain Company of Kansas City, Mo. He testified that a large portion of the wheat which his firm merchandises, is shipped to mills in the East and into the trunk line territory. He said:

Much of the wheat we sell moves in cargoes down the lakes via Milwaukee to Buffalo. Our competition in that territory is with northwestern wheat, or the grain that is produced in the territory for which a rate reduction is being sought, said Mr. Lonsdale. The six-cent reduction would have the effect of driving wheat merchandisers of the Kansas City terminal or of the entire Southwest out of that important market. A reduction only from the Northwest would injure farmers in the Southwest to the extent of forcing them to absorb the cut, or about 3.6 cents per bushel.

V. E. Smart, chief of traffic of the Missouri Public Service Commission, and the representatives of the Kansas and Oklahoma commissions, entered statements opposing reductions from the Northwest unless similar cuts were made on grain and grain products out of the Southwest.

M. G. Roberts, vice-president and director of the Southwest Wheat Growers Association, known as the Hard Winter wheat pool, who was called as a witness, stated that it was not the position of his organization to oppose any reduction in rates. However inasmuch as southwestern farmers were in constant competition with northwestern wheat in the eastern states, any reduction afforded the Northwest without a similar cut in the Southwest would seriously handicap and would reflect to the detriment of southwestern producers in the price of wheat. Much of the wheat produced in the Southwest would be forced from the important eastern consuming territory by a six-cent reduction from Northwest alone.

Replying to the assertions of opponents of the six-cent rate reduction, that northwestern grain farmers will not benefit from the new rates, Mr. Townsend, of Minneapolis, Minn., declared that he believed that agriculture will get every cent of the adjustment and Minneapolis grain and milling interests also will benefit through restored ability to compete for grain and flour sales in the east.

MODERN METHODS PREVAIL AT CHOKIO

Elevator operation for the owner of a country house embraces more problems than might ordinarily be supposed. With the advance in business methods in other industries, a like progress may be observed in elevator management. The advent of the radio offered one more instrumentality—a means of getting prompt market reports and the development of cereal chemistry has added more. One good example of an up-to-date elevator is cited here.

On the right of way of the Great Northern, in Chokio, Minn., is the elevator of the Chokio Equity Exchange, a house which has a storage capacity of 45,000 bushels, divided into some 21 bins. E. H. Salmonson is manager; and the officers include R. W. Keeler, president; P. C. Summer, vice-president; J. W. Jones, secretary-treasurer; and directors J. E. Graham and E. S. Davidson.

The elevator measures 39 feet in length and is 36 feet wide. It is of crib construction, covered with sheet iron outside. The house has been built

as nearly fireproof as possible consistent with this type of construction, and various kinds of safeguards have been introduced. A city pressure tank and 10 fire extinguishers distributed through the plant constitute the chief part of the fire prevention equipment. There is also a complete bin alarm system.

Electricity is used both for lighting and power. Four electric motors have been installed, aggregating 25 horsepower and they were provided by Fairbanks, Morse & Co., Chicago. Central station service provides the current and the prime mover, which has a belt drive, is a 7½-horsepower motor. Two Fairbanks Scales are used, one of which is a 10-ton scale and the other a four-ton coal scale. Cleaners of the disc type have been provided in the elevator, two in number.

In addition to the equipment already mentioned, the elevator has radio facilities for receiving market reports and has found that this means of keeping in touch with the terminals very efficacious. Laboratory equipment is also provided, and in the basement of the office the necessary furnace has been installed. The office is in two parts, a section being separated as a directors' room. There is a sampling room with 75 built-in drawers for grain samples.

Among the products handled by the Chokio Equity Exchange are wheat, oats, barley, rye, flax, Timothy and sidelines. These sidelines include chiefly coal, feed and salt, and the handling of coal



ELEVATOR OF THE CHOKIO (MINN.) EQUITY EXCHANGE

has proven a profitable adjunct to the grain business for this concern.

The business was organized in 1913, but before long the volume of business handled indicated clearly that the capacity of 20,000 bushels originally provided had been outgrown and the present house of 45,000 bushels' capacity was erected.

BEETLE BAN LIFTED

The restrictions on the movement of farm products from within the area infested with the Japanese beetle have been terminated by an order of the Secretary of Agriculture. Parts of New York, New Jersey and Connecticut have been under the quarantine, and will again be placed under Federal control when the insect becomes active. A recent page feature published by several large Sunday newspapers commented at length on the activities of this pest. The burden of the syndicated article seemed to be that the "last war of all" would be between insects, such as the Japanese beetle, and men. A parasite, imported from Japan has been found that does effective battle with this grain pest, but it does not thrive as well in America as it does in the Orient.

Official Review of Ten Years of Federal Grain Supervision

By R. T. MILES, In Charge, General Field Headquarters

THE United States Grain Standards Act, providing for the supervision of grain inspection in interstate and foreign commerce, under standards and regulations promulgated by the Secretary of Agriculture, was enacted into law August 11, 1916, and became effective for shelled corn on December 1 of the same year.

Inspection of grain under a system comparable, in a measure, to that which now obtains in the United States and in the Dominion of Canada, originated with the Chicago Board of Trade in the year 1857. The necessity for a system of grades applied by parties not interested in a transaction involving a particular lot of grain, is evidently the direct result of a desire to conclude commitments between buyers and sellers located at widely separated points, with a celerity and economy which would not be possible if such parties must necessarily meet in person for the purpose of barter and sale. This, it seems, was a manifestation of the development in the United States of efforts to standardize, systemize and facilitate business transactions. This is traceable, doubtless, to the restless, progressive spirit of the pioneer, in contradistinction to the easy going methods which obtained in the old world.

The adoption of grades for the various grains which find their way into commerce, proceeded by easy stages until the enactment of the Illinois State Warehouse Act in 1871, which was the initial step in placing the inspection of grain entirely under the jurisdiction of disinterested parties. In due course of time, as important markets developed within their boundaries, other states passed similar laws, until now there is a state inspection service not only in Illinois, but in Missouri, Kansas, Minnesota, Montana, Washington, Oregon and California, and to some degree in other states. Inspection elsewhere is performed under the auspices of grain exchanges and other recognized trade bodies. In some of the smaller concentration or transit points throughout the country, independent inspectors perform service independent of any jurisdiction than that of the Department of Agriculture.

In view of the fact that the grades adopted by the various state and trade bodies, herein referred to, were in the main not explicit in the matter of a provision for definite percentages of the various factors of grade, and were, therefore, almost entirely interpretative, it was inevitable that competition would bring about an application of grades in keeping with competitive conditions within a particular market or port. This condition naturally resulted in much dissatisfaction and controversy on the part of all elements in the trade, and even extended so far, in some cases, as the blacklisting of some of our United States ports by leading European trade bodies. In addition, originators of grain at country points, and shippers from terminal markets to other terminal markets or ports, found themselves unable to enter into commitments with any fair assurance of uniformity of grade. Such apprehension necessarily reflected itself in wide trading margins. This unsatisfactory condition naturally brought about much discussion between the various markets relative to the desirability of promulgating and enforcing a uniform set of standards. This was finally accomplished at the convention of the Grain Dealers National Association in 1906, but the results were not gratifying because of the absence of a generally accepted interpretative body or directing agency.

The next, and apparently natural, step in the evolution of grain inspection, was a demand for Federal legislative action which should make provision for a set of standards interpreted and applied uniformly in domestic and foreign commerce. The first bill looking to this end was introduced in Congress by Congressman Moss, but it was not until in August, 1916, as heretofore noted, that a bill, known as

the Rubey Bill, finally became a law in this country.

Practically coincident with legislative discussion of the matter, the United States Department of Agriculture instituted and pursued an exhaustive examination into the handling, storing and grading of grain, in order to be prepared for the publication of standards of grain should there be a demand therefor. This project was known as Grain Standardization and was originally headed by J. D. Shan-



R. T. MILES

ahan, and later by Dr. J. W. T. Duvel, who is at this time in charge of the Administration of the Grain Futures Act.

Grain Standardization was later joined with Milling and Baking Investigations and other activities into a project known as Grain Investigations, which was merged with Federal Grain Supervision into the Grain Division of the Bureau of Markets, now the Bureau of Agricultural Economics. These two projects of the Division have pursued standardization work in other cereal grains with the result that the Secretary of Agriculture has promulgated in the following order grades for Winter wheat, Spring wheat, oats, rye, grain sorghums, feed oats, mixed



LEFT TO RIGHT: H. P. ENGLISH, JOHN SHEEDY, JOHN EDWARDS, MEMBERS BOARD OF REVIEW; O. F. PHILLIPS, CHAIRMAN, BOARD OF REVIEW; FRED G. SMITH, IN CHARGE, INSPECTION OFFICE; F. C. HEISS, R. C. MILL, ADMINISTRATIVE ASSISTANTS

feed oats and barley; the grades for wheat having become effective in July and August, respectively, of the year 1917, and lastly barley in August, 1926.

The original administration of Federal Grain Supervision was from the Washington office of the Bureau of Markets, and provision was made not only for entertaining appeals from the grades assessed by licensed inspectors, but for a general sup-

ervision of their inspection activities. It is important to note that the Grain Standards Act requires that all inspection, whether employed by state organizations or boards of trade, or functioning independently, must hold a license from the Secretary of Agriculture to inspect those grains for which standards have been fixed and which move in interstate or foreign commerce, and that inspections are not performed by offices of Federal Grain Supervision except when appeals are taken from the grades of licensed inspectors, in which case the licensed inspector's grade is superseded by that of the grain supervisor in charge of the district in which the inspection appealed from was performed. A rapidly growing trade demand for prompt service, particularly in the handling of appeals, prompted the Bureau to establish a General Field Headquarters of Federal Grain Supervision at Chicago, March 1, 1919, under the directorship of H. J. Besley, who had theretofore been connected with grain standardization work and supervision work in the Washington organization. Similar considerations precipitated the establishment of a Pacific Coast headquarters in the fall of 1920 at Portland, Oregon, with primary jurisdiction over supervision activities in the Pacific Coast and intermountain territory; this organization functioning as an administrative branch out of General Field Headquarters. B. W. Whitlock has been in charge of the Pacific Coast headquarters since its inception.

Mr. Besley, in the year of 1920, was placed in charge of the Grain Division with headquarters in Washington and still holds that position. Coincident with Mr. Besley's transfer from General Field Headquarters, the present incumbent was placed in charge. The General Field Headquarters organization is divided into two main branches, the Board of Review and Inspection Efficiency. It is the function of the Board of Review to interpret the standards, which have been promulgated by the Secretary, under the administrative direction of the officer in charge. This function includes the entertainment of Board appeals from the grades established by district offices. The Board of Review consists of four members—O. F. Phillips, chairman, J. H. Edwards, John Sheedy and H. P. English.

The Inspection Efficiency project is under the direction of F. G. Smith, and is responsible for bringing about a correct and uniform application of the official standards through contacts with division and district supervisors and with licensed inspectors. Appeals have progressively increased in number from the fiscal year 1920 to date, there having been entertained 10,826 in the former year and 42,461 in the year ending July 1, last. This significant in-

crease in demands for appeal is apparently due in large measure to the ability of interested trade members to secure Board appeals, with sufficient promptness to prevent the accrual of demurrage and delays in the consummation of commitments. Frequently, grain inspected in markets such as Duluth, Minneapolis, Kansas City and Buffalo on one day have Board appeal results wired to the district

supervisor in those markets for transmission to the trade in the forenoon of the next day. Another prolific source of increased appeal business is undoubtedly due to a better understanding on the part of grain merchants of the procedure in securing this service, coupled with satisfaction as to results.

Limited appropriations for administering supervision activities makes it impossible to provide sufficient personnel in all offices to accommodate appeal demands incident to seasonal peak movements. This situation is met by a temporary transfer of employees from office to office. To date it has been possible to render this appeal service without delay to the grain trading public, but this has been accomplished only by supervision employees putting in many hours of overtime work as well as Sundays and holidays, for which work they can in no manner be financially remunerated. Their only reward is in the satisfaction of having rendered faithful and loyal service in keeping with their official responsibilities.

While the Grain Standards Act is regulatory in nature and, therefore, vests in the Secretary of Agriculture, disciplinary direction over licensed inspectors and policing powers over the trade, in the case of certain violations of the Act, the Grain Division conceives itself to be, in effect, a service organization rather than a regulatory body, and pursues all its activities with the thought of securing a correct and uniform application of the standards, and observance of other features of the law through co-operative contacts with trade members and licensed

ciency, under Mr. Smith's direction, reduces the records of supervisors and licensed inspectors' work as interpreted by the Board of Review, to simple statistical tables. These data are studied and discussed in monthly staff conferences at which division supervisors located at New York, Chicago, Kansas City and Indianapolis, are present. Instructions and suggestions, formulated at these conferences, enable division supervisors to reflect the official interpretations of grades to the district supervisors within their jurisdictions, and through them to the licensed inspectors. Furthermore, when important discrepancies are revealed in the Board of Review's daily examination of samples submitted from district offices, representing supervisors and inspectors' interpretations, the situation is brought to the attention of the district supervisor immediately by letter or telegram, in order that a recurrence of such errors may be prevented.

The accompanying chart sets forth the relationship of the field organization of Federal Grain Supervision to the Grain Division at Washington. In this chart the reader will note the manner in which the General Field Headquarters organization, consisting of the administrative officer in charge and the project Board of Review and Inspection Efficiency, are superimposed on the 34 district offices located at the principal markets and ports. It will be noted that while the division supervisors, Philip Rothrock at New York, W. P. Carroll at Chicago, C. A. Russell at Indianapolis, and E. L. Morris at Kansas City, as well as B. W. Whitlock,

organization in constant touch with the merchandising of grain and the problems resulting therefrom. The Department's views in this matter were worked out by W. G. Campbell, director of Regulatory Work in the Department, with Dr. P. B. Dunbar, who is in charge of the enforcement of the Food and Drugs Act, and H. J. Besley of the Grain Division. Conferences of these gentlemen with groups from the organized grain trade resulted in formulation and signing of a memorandum of agreement by the Department and the trade providing a method by which the trade would exercise its good offices to prevent adulteration as interpreted by the Department and the courts. In view of the fact that the administration of the Food and Drugs Act is definitely vested in the Bureau of Chemistry, duties performed thereunder by the field organization of the Grain Division are clearly in the capacity of an agency of the Bureau of Chemistry, which continues to exercise its responsibilities in the matter of prosecution of violations based on preliminary information assembled by the Grain Division. This

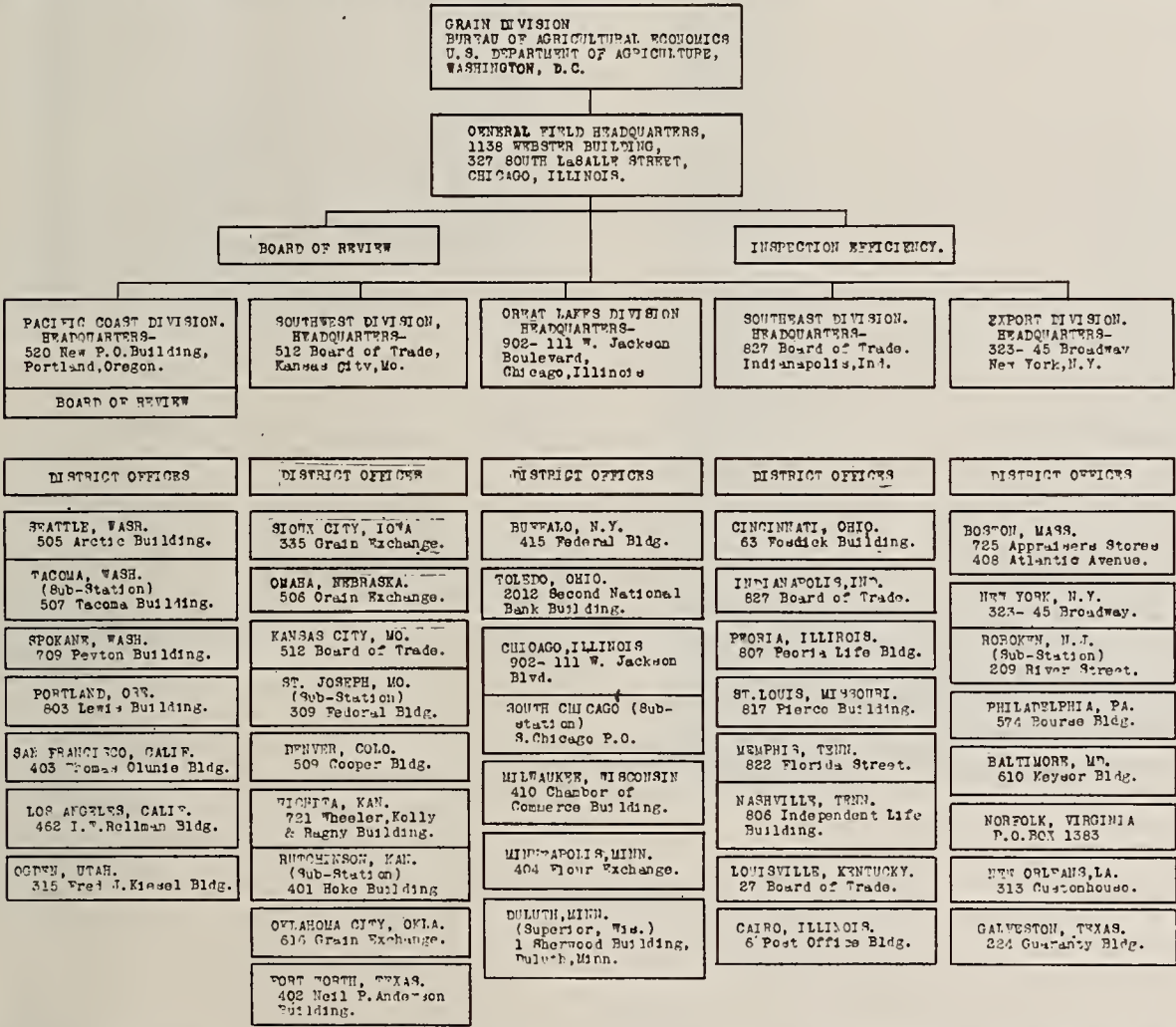


H. J. BESLEY

activity and other features of the field enforcement work of the Grain Standards Act are under the immediate direction of R. C. Mill, who is administrative assistant to the officers in charge of the field organization.

F. C. Heiss is also an administrative assistant to the officers in charge of the field organization and is responsible for office management at Field Headquarters and district offices.

Ten years of supervision by the Department of Agriculture have not resulted in the establishment of a Utopia in grain inspection, nor do the officers directing this work have any illusions that such a state can be realized. However, the records of this decade clearly reflect that the process of evolution through which grain inspection is passing, is indicative of material progress in the determination to place this all important factor in the merchandising of grain and the highest possible plane of efficiency. It has been necessary from time to time for the Department to work out with the organized trade and with representatives of other public groups, revisions and improvements in the standards as such changes were dictated in the light of experience. The trade and inspection departments, as a whole, have been co-operative and helpful in connection with the Department's efforts to discharge its duty to the public. Offices of the Grain Division at Washington, of General Field Headquarters at Chicago, and of division and district supervisors in the field, are ready and anxious to render every possible service to any element of the trade from producer to consumer, which is pertinent to the powers and permissions which are compatible with the law. Requests for service, questions, suggestion and criticisms have had and will have the fullest attention of officers of the Department. To facilitate handling, such matters should be brought to the attention of the apparently proper office of the Department, as revealed in the organization chart hereinbefore referred to.



inspectors. In cases only of willful misgrading or proven incompetence is action taken to suspend or revoke an inspector's license, and by the same token punitive action is taken against trade members for misinvoicing, shipping by grade without inspection, etc., after all reasonable efforts looking toward a proper compliance with the Act have failed.

Grain inspection has never been, and probably never will be, an exact science. This is due not only to the fact that no lot of grain, in the very nature of things, can be fungible to the extent that a sample may be fully representative thereof, but also to the ineradicable factors of mechanical error and variation in human judgment in matters interpretative. It is, however, possible, by employing the best available equipment, careful methods and unbiased judgment, to arrive at a high degree of accuracy and uniformity. In order to approximate the highest possible percentage of accuracy in inspections and appeals, the project Inspection Effi-

in charge of the Pacific Coast Headquarters, are stationed at strategic points throughout the country, they are nevertheless, an integral part of the General Field Headquarters staff.

In addition to the responsibilities which the Secretary of Agriculture has placed on Federal Grain Supervision, in the administration of the Grain Act, this organization has also, within the last year, been assigned certain duties provided for in the United States Food and Drugs Act of 1906, which is administered by the Bureau of Chemistry, also of the United States Department of Agriculture. The section of the Food and Drugs Act referred to, is that which prohibits the adulteration of grain moving in interstate or foreign commerce. The assignment of certain work under this section of the Food and Drugs Act to the Grain Division, was based on the thought both in the Department and in the grain trade that activities of this nature could more logically be pursued by a country wide

Hints for the Elevator Millwright

"Big Bill" Tries His Hand on An Auto Truck, Drains An Elevator Cellar, and Mends Some Buckets

By JAMES F. HOBART

"THEY'VE just borrowed me to use for filling up a hole in a garage. I've been in there almost all day," said Big Bill Davis, "just because I told the 'old man' of this concern that the reason why the mill auto-truck broke so many springs was because the springs had become too dry and needed a thorough greasing. Dry springs cause a whole lot of spring breakage, and if you keep the springs of a truck or automobile well oiled, there will be little spring breakage. I told the manager how he could prevent the breaking of truck springs, so I had to go into the mill garage and stay there until the outfit was rigged up.

"They have been saving the old oil, removed from crank cases, so I put a lot of that stuff into an old water tank from the kitchen of a house, put about one-fourth coal oil with the old oil, then made connections between the tank and the compressed air system in such a manner that about 40 pounds of air pressure was carried in the oil filled tank; a line of 3/8-inch pipe was run from the little tank to the garage greasing floor; the pipe terminated in a spray nozzle, and was connected to the little pipe by about 15 feet of heavy hose. When a truck came in to be greased and to have its oil changed, while the crank case oil was draining out, the garage man opened a valve in the little oil pipe and sprayed the old pin (and new kerosene) all over the truck springs with the result that the old oil was driven into every crevice between the springs lubricating them completely and preventing most effectively the frequent spring breakage which had been so costly, both as regards springs and the time in changing them."

DRAINING AN ELEVATOR CELLAR

Big Bill was "borrowed" next for the purpose of curing a condition in a neighboring elevator, in which water was constantly seeping through into the cellar. It was only a few miles across country to the Monmouth Elevator, and upon arrival there, Mr. Davis found the building located close to the bank of a large river. There was a considerable dike along the river and the cellar of the elevator was located well below the level of water in the river at its ordinary stages, and during periods of high water the level of the cellar floor was upwards of 15 feet below the level of water in the river. Mr. Davis found that the elevator building rested upon piles and that the entire interior space, enclosed by the walls, also had been driven all over the interior of the elevator at short, even spaced distances.

Mr. Davis advised that all loose material be removed from the concrete "mattress" which covered the head ends of the piles. He advised that a little more concrete be spread around, mostly near the walls of the building and a short distance toward the center of the cellar, so as to give to the top surface of the mattress a very slight slope toward the center of the floor space, where a well or sump had been excavated to a depth of about six feet, and about the same width and length.

The object of the excavation was to receive and hold all water which might seep up through the concrete mattress and drain along the top surface thereof, into the sump. The sides and bottom of the excavation were very heavily waterproofed with roofing felt, asphalt and several courses of cement-laid bricks inside of the felt and pitch. About 14 inches of broken stone was spread evenly over the mattress, but before the stone was placed a lot of three-inch drain tile was laid from walls to sump, radiating in all directions therefrom. The joints of the tile were left open, so that water which seeped through the mattress, could find its way through the broken stone into the joints of the tile and through them into the sump in the cellar floor. The sides of the sump were brought up around tiles, and to a short distance above the level of the crushed rock; high enough, in fact,

to receive and lie level with the working concrete floor of the elevator, which was spread on top of the broken stone, that had been made as compact as possible by rolling and tamping.

Mr. Davis told the proprietor of the elevator, that, while crushed rock was to be preferred, clean, well-washed gravel could be used instead, the coarse and fine particles having been screened out, leaving the particles about an inch or an inch and a quarter in diameter for the drainage material, to be compacted upon the drain tiling.

In the well, or sump, Mr. Davis advised the placing of a vertical centrifugal pump, or, rather a centrifugal pump laid horizontal and fixed upon the lower end of a vertical shaft, to the upper end of which an electric motor was direct connected. The elevator owner said something about using an ordinary motor and pump and connecting them by means of a belt or silent chain; but Mr. Davis "clamped down" on that idea, and insisted upon having the direct-connected motor and pump upon a vertical shaft. "Then", he said "no matter how high or low the water in the sump, there is no danger of wetting the belt through overflowing of water into the belt pit. Neither is there any possibility of trouble from a pump becoming dry and refusing to start through lack of priming. Submerge your centrifugal pump," continued Mr. Davis, "and there never will be any trouble in starting the pump after long intervals of disuse. But, be sure to arrange the pump mounting in such a manner that, should something go wrong with it, you can hoist the pump, shaft and all, from the sump, no matter how deep the water may chance to be. Don't rig up the pump in such a fashion that, should it 'let go' when the sump is full, that you will have to put on a diver's suit in order to get at, and readjust the pump."

After the pump had been installed, Big Bill showed how to arrange a float and electrical contacts in such a manner that when the sump became filled with water to a certain level, the motor would automatically start the pump and remove the water down to a certain level, so that when reached by the float, current would be cut off from the motor and the pump would stop and remain idle until the sump again filled with seepage water to the fixed limit, when the above described cycle of operations would be repeated.

ELEVATOR BUCKET REPAIRING

"Say, there," called Mr. Davis, one morning, "why do you have so many 'cocked hats' kicking around under the elevators stairs?"

"O!" said the boss, "those are bunged-up elevator buckets, once in a while a bucket or two gets loose and rolls around in the elevator leg, with the 'cocked hat' effect you are talking about and quite a bunch of such buckets will collect after a while."

"But, why do you keep 'em around, under foot and in sight of everybody? There are several concerns which repair damaged elevator buckets, and you can barrel up that junk, ship it to an oxy-acetylene welder, and after a while, you will get back the buckets, all straightened and welded, until they are as good as new ones.

"Or," continued Mr. Davis, "you can mend those buckets yourself. An oxy-acetylene welding apparatus is mighty handy around a grain elevator and will quickly pay its cost making repairs of all kinds aside altogether from the elevator bucket matter.

"Aside from a small, portable welding outfit, which may be mounted, complete, upon a little two-wheeled truck, there will be needed but very few things which cannot be picked up around the elevator. A few cast iron chunks of various shapes, upon which to hammer buckets back into shape is about all that will be required aside from the regular mechanics' tools. Bent buckets can be straightened, usually, and when too badly bent to

even be hammered back into shape again, simply cut out the damaged parts with the oxygen cutting torch, and then weld in portions of other damaged buckets, which in turn, have been so badly smashed as to be fit only for cutting to pieces and using the good portions with the good parts of other buckets."

ELEVATOR BOLTS AND LOCK-WASHERS

"What have you got there, Mr. Davis?" asked a mechanic as Big Bill was unwrapping two little packages on a millwright shop bench.

"Just some ordinary, automobile lock nuts," replied Mr. Davis. "I reckon you know, without telling, what a condemned nuisance it is to have the nuts come loose on elevator bucket bolts, don't you?"

"These little lock washers are O. K. for cap bolts," continued Mr. Davis, "and they are just as good under cap screws as they are under nuts. There isn't any reason whatever that lock washers should not be used as freely in a grain elevator as they are in a garage. Keep a few lock nuts handy—in your overalls pockets, and whenever you find a loose nut, screw it home again, with a lock washer underneath, and you soon will not have a loose nut, or cap screw in the whole elevator."

SOLDERING ELECTRIC WIRES

"How d'ye like that job?" queried Mr. Davis, one day as he passed by where one of the millwrights was putting up a conduit line to a new lamp behind one of the receiving elevators. The workman was making a good job of it too, soldering every wire, and then taping the soldered joints. But, some of the wires were very hard to solder. They had to be short enough to be squeezed into the junction box, so, when twisted together, the wire ends would only hang down a few inches below the box, and it was a tedious job indeed, to make the wire ends "take" the solder from an ordinary copper even when a good soldering paste was used.

Big Bill instructed the workman to brighten the twisted wires as well as possible, and to make the twisted ends hang down straight, and that any long straggling ends of wire be carefully cut off. Mr. Davis then went to the pipe bench and selected a one-inch cap, and drilled and tapped a three-sixteenths-inch hole in one side of the cap, close to its open end, a bit of iron rod, about a foot long was threaded and screwed into the hole, and then, Mr. Davis put a chunk of solder into the cap, heated it until the solder was melted, dropped some rosin on top of the melted solder and applied the melted solder to the twisted wire-ends, by raising the pipe cap until the wire-ends went to the bottom of the melted solder.

The pipe cap was "churned" up and down a few times, and the solder very quickly coated the twisted wire-ends evenly and completely. Mr. Davis told the workman that the "knack" of this way of soldering is to have the wire-ends well cleaned and the solder not too hot.

GERMANY TAKING WHEAT

An increased German demand for "Hard, bread-making wheat" is reported by W. A. Schoenfeld the United States Department of Agriculture, just returned from two years' service as American agricultural representative in Berlin. Germany is unable for climatic reasons to produce hard, glutinous wheat, with the result that an increasing demand for this quality of grain from the United States may be expected. Mr. Schoenfeld, in addition to keeping the Department informed on conditions affecting the demand for American farm products, made special effort to familiarize foreign consumers of American farm products with the standard grades that have been established in this country. He found the European keenly interested in the standardization of agricultural commodities, and also in the crop reporting system developed by the Department of Agriculture. There is an urgent demand abroad, he said, for all available statistics and other information on American agricultural production.

Storage for 2,500,000 Bushels of the "Best Wheat in the World"

Huge Kansas City Elevators Once Used to Relay Grain East
Now Serve Giant Mills Adjoining

KANSAS, so its slogan informs us, "grows the best wheat in the world", and the Washburn Crosby Company at Kansas City, Mo., can draw that famous grain, 2,500,000 bushels at a clatter, into some of the best elevators in the world. Recent completion of the 3,500-barrel "C" mill unit, adjoining the storage facilities, has more than doubled the local requirement of the Minneapolis company. Therefore, nearly the whole service of the storage plant is now directed to supplying the raw material for the 6,500-barrel daily capacity of the "Gold Medal" mills in the Kaw City.

After a little more than two years' operation of the Kansas City plant, the Washburn Crosby Company began to feel the need for greater storage space. The need was met by erecting concrete tanks, excellently equipped with the best grain handling devices money could buy, and capable of

unit which gave the plant a capacity of over a million bushels. Then 21 additional bins were planned and the contract let to the Jones-Hettelsater Construction Company which firm raised the new units which boosted the capacity to the 2,500,000 mark. Morse Silent Chain Drives are used throughout the clusters of Washburn Crosby elevators, as they have proved so efficient in the first units erected about four years ago. They are used on the car pullers and the legs. No mechanical detail has been slighted, and the ease with which the tremendous volume of grain is handled at this plant is a tribute to the engineers and builders.

Elaborate storage systems are maintained by the Washburn Crosby Company at Great Falls, Mont., and Kalispell, Mont., as well as the more widely known storage enterprises at Buffalo, N. Y., Chicago, Ill., Louisville, Ky., and Minneapolis, Minn. The Washburn Crosby Company is not only one of the largest milling corporations, but also one of the largest elevator operators in the world. James F. Bell, president of the company, controls, through able managers, one of the most strategically laid

30, compared with \$522,575,000 in 1924-25, a decrease of about 50 per cent. Wheat and flour fell off to a great extent, which is probably accounted for by the small wheat crop in the United States last year, which materially reduced the exportable surplus. Corn was the only grain that showed an appreciable gain in exports over the preceding year.

* * *

Polish crop estimates for September, from the International Institute of Agriculture, show a decrease from the August estimates for all grains except oats, which show a considerable increase. The estimate for wheat now stands at 50,000,000 bushels compared with 58,000,000 bushels, the final figure for last year and rye at 206,000,000 bushels, compared with 257,000,000 bushels. Estimates for barley and oats are somewhat less than last year.

* * *

"Demand for ships in the coal carrying trade is likely to result in a shortage of shipping space and higher freight rates on American cereals to be exported to the United Kingdom this winter," says a communication from E. A. Foley, agricultural commissioner in London, to the Department.

* * *

New crop prospects in India are generally good except for damage in some sections due to excess rainfall.

* * *

Wheat figures are now available for countries which in 1925 produced 98 per cent of the northern Hemisphere crop exclusive of Russia and China and



VIEW IN ELEVATOR TRAIN SHED

holding at one time the equivalent of a harvest from about 100,000 acres of the finest wheat land Kansas has to offer.

On the "Mo-Pac" line, rail spurs are run off into the plant yards on which 300 cars can be spotted. A view of the new train shed adjacent to the tanks accompanies this description. The first addition to the storage capacity of the Kansas City plant of the Washburn Crosby Company may be taken as a fair example of the thoroughgoing policy followed by the Minneapolis concern in building and equipping its southwestern storage. Completed in less than five months, the addition referred to was scheduled for a holding of 750,000 bushels. Almost immediately, 821,000 were actually put into it. The new storage and equipment were designed to coordinate with the operation of the old elevator and afforded a desirable operating flexibility.

The new elevator leg was installed to receive grain from two new track unloading pits, and to turn and transfer grain from the new addition. The elevator consists of a 26-inch, seven-ply rubber belt with a double row of 12 by 8-inch buckets, driven by a Morse Silent Chain Drive, run by a 100-horsepower motor. The elevator leg is housed in a reinforced concrete leg well, poured monolithic with the other concrete walls from the bin slab to the top floor on which the headshaft bearings are supported. This leg has a capacity of 13,000 bushels per hour.

The turnhead below the scale permits the grain to be spouted direct to four large bins in the old house, seven bins in the new house, and to one unloading spout feeding from the track. The two upper belt conveyors serving the addition, have a capacity of 12,000 bushels per hour. Two long belts in the basement, used for taking grain out of the new bins are so arranged that they can discharge either into the new elevator leg or to two auxiliary belts going to the old plant.

The above is a description of the second storage



ELEVATOR STORAGE OF THE WASHBURN CROSBY COMPANY AT KANSAS CITY, MO.

out line of elevators in existence, as well as a nation-wide complement of great mills.

E. P. Mitchell is in charge of the Kansas City branch of the Washburn Crosby Company, and his long connection with the grain trade fits him exceptionally well for the important post he now holds. A corn mill as well as wheat mills are under his direction at Kansas City, and ample storage is also provided for it. The corn mill has a capacity of 400 barrels every 24 hours, and is adjacent to the new feed mill which transforms the grain in some of the elevators into "Gold Medal" Feeds.

THE GRAIN WORLD

The Berlin office of the United States Department of Agriculture has cabled that in view of unexpectedly low threshing returns and the recent downward tendency of estimates it seems certain that later official grain forecasts will be revised downward for Germany, Poland, Roumania and Austria, and quite likely for Russia, Czechoslovakia and Yugoslavia.

* * *

The total exports of grain and grain products were valued at \$264,202,000 in the year ending June

for countries in Europe also which last year produced 98 per cent of the European crop. The total wheat reported is 1 per cent above final estimates for the same countries last year, and the crop reported in European countries is 8 per cent below production in those countries in 1925.

* * *

The condition of the wheat crop in Argentina is reported as satisfactory, according to the International Institute. Rye, barley and oats are in excellent condition.

* * *

Consul Heintzleman, at Winnipeg, has reported that adverse weather conditions have seriously affected the grain crop in the Prairie Provinces of Canada. He says that the local grain trade believes that the production of these provinces is 30,000,000 bushels under the preliminary Government estimate of 376,000,000 bushels published September 10, as a result of sprouting and loss of grain. The damage is considered extensive in Manitoba and Alberta, while in Saskatchewan conditions are better. Practically all wheat was cut in Manitoba and Saskatchewan and 20 per cent threshed at the time of this report. In Alberta, he adds, only about 30 per cent was cut and practically none threshed.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers National Association and of the Illinois Grain Dealers Association

CHICAGO, ILL., OCTOBER 15, 1926

LAST CALL FOR BUFFALO

MONDAY, October 18, will not be a blue Monday for the grain trade. Then it is that the Grain Dealers National Association's thirtieth annual convention will be getting under way in Buffalo, N. Y. Unfortunate is the dealer who cannot attend or send a representative. We do not intend this as any last minute exhortation for grain men to attend the meeting. The Association's record speaks for itself. It is no longer a duty to join, and support the Association at convention time and between conventions. It is a privilege.

As usual, the AMERICAN ELEVATOR AND GRAIN TRADE will print the official proceedings in a special edition, the issue of November 15. Get the convention first-hand. Then we'll furnish you a permanent record of it.

POOL DIFFICULTY

THE bold attempt of the officers of the Kansas Wheat Growers Association, to recover through the courts, a penalty of 25 cents per bushel from several of its members who had sold their wheat to grain handling agencies other than the state pool, in violation of the pooling agreement, has been thwarted by a Kansas district court decision.

We do not blame pool attorneys for chasing to court in a case such as this. The compulsory pooling clause has been broken, and upon that clause, evidently, depends the life of the pool. What we cannot understand, is how the grain growers are inveigled into

THE AMERICAN ELEVATOR AND GRAIN TRADE

Forty-Fifth Year

signing up to any such disadvantageous contract. It speaks well for the eloquence of the promoters.

With the decision of this suit against the pool, the outcome of two other actions pending against the pool are watched with renewed interest. Two Kansas farmers have sued the southwestern wheat pool to recover \$950 and \$2,700 respectively, which they charge was lost in dealing with the pool. All is not well, it seems, with the pool method of grain marketing. The reaction against the pool, which is no more infallible than the independent dealer organization, is setting in, in spite of the continued support of the pooling idea, which comes from Washington.

A DECADE OF FEDERAL GRAIN SUPERVISION

R. T. MILES, in charge of the Federal grain supervision field headquarters in Chicago, Ill., remarks that the 10 years of grain supervision by the United States Department of Agriculture "have not resulted in the establishment of a Utopia in grain inspection," and that the officers directing this work have no "illusions that such a state can be realized." However, the records of the decade closing this fall, clearly reflect great progress. This is due, in part, to the excellent plan of organization, but in major part, to the type of personalities connected with the administration of the work.

Perhaps no Federal agency, with which the grain trade has to deal (and it's dealing with many these days) is so unofficial in its attitude as is the grain supervision service. Its relations with the trade at every grain handling center are formal to some degree, as is appropriate considering the Government connection. But the relations are cordial. There is no attempt to be dictatorial or aloof. There is friendliness, and a great service, directed by men, actually, and by the Government theoretically.

RIVER STORAGE COMMENTS

NEARLY outworn is the Frankenstein simile. It automatically comes to life again, though, as comments come in regarding the riverside storage project outlined by a member of Inland Waterway Corporation board in our last month's issue. Railroads, evidently, are the main opponents. This is indeed a phenomenon, in view of the fact that it was the Railroad Commission, that in war time, saw the need of river barge service to supplement rail, and was largely responsible for the organization of the Inland Waterway Corporation by the Government.

The railroad commissioners, it is said, were in great part responsible for the legal provision that as soon as feasible, the Government should sell out its barge line to private interests. Before that is done, the men who are running it (the members of the Inland Waterway Corporation board) must make it a profitable enterprise. They must take the same progressive steps which any progressive private owner would take. With the exception of the military man on the board,

it is reported that all the other members favor the river storage project. *They realize that to make the barge traffic profitable enough to be sold out to private interests, grain elevators must be built at a series of river crossing points.* Those opposing the river storage idea, therefore, in connection with the Federal barge line, are in a way, opposing private ownership, and fostering an indefinite continuance of a Federally controlled barge line.

NEW ORLEANS WINNING

A REVISION of railroad rates on grain and certain other products in export or coastwise traffic, via Gulf ports, considerably more favorable to New Orleans than the revision ordered last year, has been recommended to the Interstate Commerce Commission by Examiner Koch, the official appointed by the Commission to rehear the case. Texas ports, maintains the examiner, should be given some advantage, but New Orleans should be allowed to retain much of its natural rate advantage.

In these columns two months ago, was offered a rather frank opinion on the subject of New Orleans rates. We did not expect that the opinion would be vindicated so soon, by an official judgment.

PHILADELPHIA'S CASE

NEW ORLEANS is not the only grain port with her troubles. Philadelphia now claims that her natural advantage as a port is now being stifled by discriminatory practices at competing points. Free service performed by the rail carriers on export grain to the Port of New York offsets more than five times the rail differential accorded the Quaker City on the same traffic. So testifies Hubert J. Horan, president of the Commercial Exchange of Philadelphia, Pa. The grievance is now before the Interstate Commerce Commission.

Last year, Philadelphia handled 42,000,000 bushels of grain. Something in the aggregate of 100,000,000 bushels would be that city's normal share were it not for the artificial barriers set up to destroy its apparent advantages. And artificial barriers there are. No one disputes that, not even New York. The question is whether or not the lighterage barriers are justified. In Philadelphia the rail lines connect up with every pier along the Delaware River front. In New York, no such situation exists. Manhattan, being an island, with the rail carriers ending their haul on the Jersey side, requires that tonnage destined for ocean shipments be lightered or barged alongside of ship. This entails a great expense, borne by the rail lines out of the freight rate. It is this situation complained of by Philadelphians. An airing of views on both sides of the issue will be good for all concerned.

One of the biggest businesses in the grain world is that carried on, nationally, by the Federal grain supervisors. A story of that business, obtained especially for the readers of this magazine, is on Page 210.

EDITORIAL MENTION

We nominate Henry Ford for the first (and last) man to try out the five-day week in the harvest fields.

What many elevator operators in the Middle West want now is not Fire Prevention Week, but Flood Prevention Year.

Corn stalks, it is said, are to be used extensively to make paper. We hope it will turn out to be better corn paper than that Iowa banks stocked up on so heavily a short time ago.

An elaborate system of refrigerating corn in storage is being worked out at a large Iowa plant. Refrigeration is just coming into its own as an applied science in many fields, but its value to the grain trade is yet to be proven.

European consumers could buy wheat cheaper in North America than Argentina, says the Argentine Ministry of Agriculture. This, and not a lack of exportable surplus, accounts for the decline in Argentine wheat exports the past season.

The insolvency returns for September and for the third quarter of the year are distinctly encouraging, according to R. G. Dun & Co. There has been a progressive decrease in the number of commercial failures in the United States during each of the last six months, and the September total of 1,437 is the smallest reported for any month in exactly two years.

There is an average length of time that a man can work at a hazardous task without injury. Just what that average span of time is, for instance, in an elevator where belts and machinery are unenclosed, is not known exactly. But the longer a man has worked around such hazards without getting hurt, the shorter is the time before he is scheduled to "get his."

The Armour Grain Company, of Chicago and Jersey City, has won its contention in a District of Columbia court, that the commission created under the Grain Futures Act should await court action on a motion for a temporary restraining order before proceeding with the investigation of the company's right to continue futures trading on the grain exchanges. In other words, the Armour Grain Company has good lawyers, and the case is put over to December 13.

Favorable business conditions will exist throughout the Middle West the balance of October and for at least the next two months, according to detailed forecasts of 46 "commodity committees" presented at the eleventh regular meeting of the Mid-West Shippers Advisory Board. Comparing the probable traffic in October, November, and December of this year with the same months of 1925, an

increase of 10 per cent is expected for grain and grain products. May the increase in volume represent grain on which the dealer has taken a fair margin. Volume without profit is fertilizer for failure.

Next year it is likely that two of the standard size Mississippi grain barges, operated by the Government, will be fitted out as refrigerator barges, in order that they may carry fruit up from the Gulf of Mexico. They can haul fruit for a tithe of the charges assessed by railroads. Grain is only one of the products that is due for a greater and greater diversion onto river highways.

The National Corn Borer Committee, which has launched a nation-wide renewal of the fight to eradicate the European corn borer, plans to obtain \$2,500,000 for its war chest from Congress next December. The statement by a committee head that the corn borer is the "greatest menace that now faces agriculture and all allied industries," is probably an exaggeration, but it is an excusable one.

Montreal, as one of Canada's premier grain ports, was not backward last month, as compared with September last year, judging by the figures of grain deliveries compiled at the offices of the Harbor Commission. Deliveries for the month were in advance of those for the same 30 days of 1925, despite the upheaval in the chartering market for grain ships, though the total amount that has passed through the harbor elevators since the beginning of the season is far below the equivalent amount for last year.

The Colorado Milling & Elevator Company called an assembly of its entire managerial force about two weeks ago, and as a consequence talk of the merger has been revived. About 40 men were present, representing each of the major grain elevator and mill branches of the corporation in Colorado, Utah, Idaho, Kansas, and Nebraska. In view of the fact that negotiations for the sale of the business to Dillon, Read & Co., were halted temporarily a few weeks ago, the convention of the managers is looked upon with great interest. The actual significance of the meet can not be told as yet. J. K. Mullen, principal owner of the firm, is now over 80 years old, but is still active in the direction of the company's affairs in the intermountain territory.

A case of great importance to grain elevators and grain dealers will come before the Illinois State Supreme Court, following an appeal filed by James E. Bennett & Co., of Chicago, from a decision of an Illinois Appellate court, which held this firm liable for a \$76,000 loss sustained by the State Bank of Crete, Ill. The appeal court ruled that when the cashier, G. H. Krackle, speculated on the Chicago Board of Trade with funds of the bank, that the defendant brokerage company knew that the money had been stolen and thus became liable to the bank. The company disclaims responsibility on the

grounds that an agent handled the transactions and that it should not be held liable for the actions of an employee. The case establishes an important precedent and if the Supreme court takes the same stand as the appeal court, grain brokerage firms must be certain that the money presented by clients is their own and not stolen, otherwise they will be held responsible for losses so sustained.

If all the mimeographed bulletins that have come into this office in 44 years, were collected, they would fill a small elevator. One of the most prolific sources of these bulletins, is the grain dealers' association office. From every section of the country they come with fair regularity. They contain, as a rule, so many timely suggestions, and so much information, that we often wonder why there have to be any pleas for membership. One of the best of the state association bulletins, unfortunately, is run off on a mimeograph machine that must have been one of the pair brought over in the Arc. The margins slant, the lines run together, and the bulletin, in consequence, is a sort of glorified cross word puzzle. Texas grain dealers, to go to the other extreme, are fortunate in having one of the best state association bulletins we have seen, and their secretary is to be congratulated.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912,

of The AMERICAN ELEVATOR AND GRAIN TRADE, published at Chicago, Ill., for October 1, 1926.

State of Illinois } ss.
County of Cook }

Before me, a notary public in and for the State and county aforesaid, personally appeared A. J. Mitchell, who, having been duly sworn to law, deposes and says that he is the Business Manager of The AMERICAN ELEVATOR AND GRAIN TRADE, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:
Publisher, Mitchell Brothers Publishing Co., 431 S. Dearborn St., Chicago, Ill.
Editor, Richard Pride, 3523 North Racine Ave., Chicago, Ill.
Managing Editor, Richard Pride, 3523 North Racine Ave., Chicago, Ill.
Business Manager, A. J. Mitchell, 4820 Kimbark Ave., Chicago, Ill.

2. That the owner is: (If the publication is owned by an individual his name and address, or if owned by more than one individual the name and address of each, should be given below; if the publication is owned by a corporation the name of the corporation and the names and addresses of the stockholders owning or holding one per cent of more of the total amount of stock should be given.)
A. J. Mitchell, 4820 Kimbark Ave., Chicago, Ill.
A. H. Mitchell, 4818 Dorchester Ave., Chicago, Ill.
John W. Mitchell, Washington, D. C.
M. B. Mitchell, Ottawa, Ill.
Illinois Merchants Trust Co., Admr. Estate of John E. Bacon, Chicago, Ill.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.)
None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is: (This information is required from daily publications only.)

A. J. MITCHELL,
Business Manager.

Sworn to and subscribed before me this 24th day of September, 1926.
(SEAL) W. F. WARRICK,
(My notarial commission expires May 8, 1928.)

W. S. MILES
Peoria

NEWS OF THE TERMINAL MARKETS

J. C. MURRAY
Chicago

NEW YORK EXCHANGE'S PRESIDENT

The regime of B. H. Wunder, president of the New York Produce Exchange, will be remembered for many years by the eastern grain trade, for in the year of his presidency the Exchange resumed future trading in wheat, and even the short period that it has been in operation gives ample evidence to the great importance it will assume in the future.

With deliveries at Buffalo on New York contracts the eastern market is advantageously placed, as



B. H. WUNDER

Buffalo has an abundance of storage space and is in the natural channel of the grain on its way to seaboard, assuring ample supplies at all times.

President Wunder is in the flour trade and when he was elected on June 8, last, was the youngest member of the trade ever given that honor. He entered the flour business in 1896, his first connection being with Gillespie Bros. He was connected with New York City Milling Company and later with E. G. Broenniman, but in 1909 went into business for himself, later merging his business with that of the Harry E. White Company, bringing into the merger the Big Diamond account.

He has been a member of the Produce Exchange for many years, and served on the Board of Managers from 1919 to 1923. Last year he was vice-president, and his election to the highest office indicates the high confidence and regard he holds from his associates.

SAN FRANCISCO EXTENDS GRAIN SHEDS

Grain shipping interests in San Francisco, Calif., are doubling the capacity of the grain sheds at the state terminal on Islais Creek. At present the handling capacity is 100,000 tons, but with the new improvements now under way, the capacity will be 200,000 tons during the season. The sheds will be 1,200 feet long and will accommodate three ships at a time, and will be equipped with an elaborate system of conveyors and conveyor belts so that the grain can be handled either in sacks or in bulk.

The principal grain shipped through the port of San Francisco is barley, grown in the San Joaquin and Sacramento Valleys. A record crop is awaiting the completion of the new sheds, 25,000 tons having

been moved already. While an average of 20 ships a season have been used in the past to handle the grain shipments through the port, Thomas J. Maxwell, manager of the grain sheds, predicts that at least 140 boats will find cargoes when the new sheds are completed.

NEW GOVERNMENT OFFICE AT MINNEAPOLIS

The Bureau of Foreign and Domestic Commerce of the United States Department of Commerce, has opened a new office at 213 Federal Building, Minneapolis, Minn. This office, in charge of E. M. Zwickel, who was born in the Middle West and who spent three years in Europe as a Trade Commissioner for the Department. Mr. Zwickel knows his territory thoroughly, and is familiar with conditions abroad and all the problems the exporter is up against, so that he is in a position to be of great assistance to the dealers of Minnesota, the Dakotas and western Wisconsin who wish to make foreign connections, or to straighten out difficulties in export service.

MILWAUKEE ENLARGES FACILITIES

The improvements in the port of Milwaukee now under way by the Government, are certain to bring increased shipping to that port and grain firms are preparing to take advantage of it.

The new Elevator "E" of the Chicago, Milwaukee & St. Paul Railroad is almost completed and will have a capacity of 1,400,000 bushels. The Froedtert company is making extensive improvements including grain tanks of 750,000 bushels' capacity, bringing its total storage at Milwaukee to 1,750,000 bushels. The Kurth Malting Company will have 360,000 bushels of new storage capacity, making its total about 1,100,000 bushels.

Milwaukee will be in the best shape it has ever been, and is confident that it will need all its improvements when the St. Lawrence Waterway is completed, and possibly long before that time.

CORN RECEIPTS INCREASE

The movement of wheat here has been light on account of continued wet weather. Most of the wheat being shipped is of poor quality, having a high moisture content and being musty and bin burned on account of heating after storage and not keeping as well as expected. Those who have any wheat threshed before the rains are holding as the quantity is small and will no doubt be eagerly bid for later in the season as it looks like it will be very scarce. There is quite a little wheat which has not been threshed yet and this will be fit only for chicken or hog feed. Our market has kept in line with others on prices and any wheat arriving met with a good demand. Very little Winter wheat has been planted yet in this section on account of the wet weather.

While receipts of corn the past few weeks have not been large, they are now increasing some and farmers are rather free sellers the past week. While we have had some break in prices the producer seems to be satisfied with the price and should good weather hold for a while no doubt receipts everywhere will increase. The principal demand is from industries, shipping demand being almost nothing. Quite a little corn in this section is under water and some of it has been swept away by floods; whether this will reduce the crop materially only final report on the corn crop will tell. Our market has taken care of all arrivals at good comparative prices and

the poorer grades of corn are selling to better advantage here than in any other market.

Oats receipts are light and the demand for all kinds of oats has been good. Oats of fair to good quality are selling in the forties and the poorer ones 30 for the poorest to 40 for the ordinary. There are still a great many oats in fields not threshed, they have been rained on for the past two months. We do not believe that many of these oats will ever come to market while the loss of the oats do not seem to give anyone will be keenly felt by the trade in general and prices no doubt will reflect their loss.—*Mueller Grain Company, Peoria, Ill., in recent letter.*

MINNEAPOLIS CHAMBER ELECTS

At the annual election of the Minneapolis Chamber of Commerce on October 7, the following officers were chosen to administer the affairs of that organization for the coming year: President, Shreve M. Archer, president of the Archer-Daniels-Midland Company, and vice-president of the Chamber of Commerce during the past year; John S. Pillsbury, first vice-president; W. J. Russell, second vice-president. Five members of the Board of Directors elected on this date were: George P. Case of Johnson, Case & Hanson, Inc.; Charles T. Stevenson,



SHREVE M. ARCHER

grain dealer; H. G. Dickey, Monarch Elevator Company; P. B. Getchell, Getchell-Tanton Company; and W. C. Helm, of the Russell-Miller Company. Two members elected to the Board of Arbitration are: C. E. Lockerby and J. H. Stanon; E. L. Doherty; and M. W. Smith were named on the Board of Appeals.

All the candidates were unanimously elected and were the slate proposed by the Nominating Committee.

BALTIMORE BOARD INCREASES POWER

In September, the members of the Baltimore Chamber of Commerce voted to amend the by-laws of the exchange by adding Section 6 to Article VII as follows:

The Board of Directors shall have power, notwithstanding the fact that no specific charge has

been made against a member, to require any member to submit his books and papers or any portion thereof to the Board or to furnish any information or appear and testify before said Board; and if said member shall refuse or fail to comply with such requirement, he may be suspended or expelled, as the Board may determine.

OHIO GRAIN MAN ENTERTAINS

Grain men have been invited to attend a dinner at Metamora, Ohio, to be sponsored on October 22 by Sam Rice, popular Ohio grain dealer. It is to be held in the M. E. Church auditorium at Metamora at 6:30 p. m. eastern standard time. Reservations are being made at \$1.50 a plate.

Mr. Rice has secured as speaker for the evening Herbert J. Brown, long-range weather forecaster of Washington, D. C., who was formerly head of the chronological bureau of the Navy.

All grain dealers are cordially invited; reservations should be made by October 20.

VOLUME OF GRAIN FUTURES TRADING IN SEPTEMBER

The volume of future trading on the Chicago Board of Trade during September is noticeably smaller than it was a year ago. This is due in large part to the light movement as compared with the first rush of new grain earlier in the season, and the consequent falling off in hedging operations. The total of all grain hedged at Chicago for the month, according to the report of the Grain Futures Administration, was 1,380,767,000 bushels compared with 1,567,524,000 in August and 1,788,238,000 a year ago. The total of September trades in bushels was divided among the grains as follows, and for purposes of comparison the total for each grain for August is given in parenthesis: Wheat 942,762,000 (1,014,624,000); corn 341,648,000 (408,231,000); oats 70,514,000 (110,388,000); rye, 25,843,000 (34,271,000).

The average open contracts in futures, "short" side only, for September were: Wheat 102,235,000, as against 103,176,000 last year and 99,118,000 in August; corn 46,780,000, compared with 46,392,000 in September 1925 and 53,654,000 in August of this year; oats 46,899,000, as against 49,351,000 last year and 42,730,000 in August; rye 12,814,000 compared with 11,694,000 last year and 13,014,000 bushels in August 1926.

COTTON PRICES STIR UP TROUBLE

No matter which way prices tend, someone is always ready to blame the exchanges and demand investigation. Recently when the report of a huge cotton crop depressed prices in the futures market for cotton, Senator Morris Sheppard of Texas demanded of the Department of Justice that an investigation be made, and also stirred up the Secretary of Agriculture on the subject.

At the same time Senator J. F. Ransdall of Louisiana wired Secretary Jardine to the effect that a study of the quotations might lead to the inference that on the New York Exchange quotations were manipulated to the disadvantage of growers. By reason of this, at the time of sending his telegram, the Senator said the farmers were losing \$2 a bale on their cotton and indicated that this was a great hardship on the producers.

It is true that at one time October options at New York, New Orleans and Chicago were selling at about the same price. Recently, however, the price on the New York Exchange dipped under that of the other two exchanges. The comment is that the difference was the result of normal trading conditions and not otherwise brought about as intimated by the two Senators.

Governor Henry L. Whitefield of Mississippi, on September 30 issued an appeal calling upon the governors of cotton-producing states to rally to the aid of farmers. The rapid decline in the price of cotton in the last five weeks, the governor says in his letter, has brought the market value below the cost of production. He asks the other governors to appoint delegations to meet at some central point to discuss the situation. He suggests the formation of pools in every southern state with sufficient capital

to take the surplus off the market until prices improve.

If Governor Whitefield would get in touch with the victims of the tobacco pools, or hear what W. Sanford Evans has to say at Buffalo about the operation of the wheat pool in the Dominion he might not be so enthusiastic on the subject.

NEW INSPECTION CHIEF

The Houston Merchants Exchange announces a change in the directorship of its inspection service. J. H. Upschulte has found it necessary to resign as chief grain inspector at Houston, Texas, on account of ill health, and W. J. Peterson has been elected to succeed him. His official title is Chief Grain Inspector of the Houston Merchants Exchange at the Port of Houston. Mr. Peterson has been connected with the Federal Grain Supervision Department as supervisor at Galveston, Texas, New Orleans, La., and at Duluth, Minn., for the past five years. Previous to that time, he was connected with the Omaha Grain Exchange. The Houston Merchants Exchange officers believe that with Mr. Peterson's experience as supervisor, and his knowledge of export requirements, that the Houston Exchange members will be able to handle all ex-



W. J. PETERSON

port grain through the Port of Houston with a dispatch and efficiency which will appeal to exporters and all concerned in the exporting of grain through that Gulf outlet.

NEW YORK KEEPS MARGIN

With a bearish Government crop report on October 11, and the Columbus Day closing October 12, the grain trade on the exchanges is now busy seeking to even up outstanding contracts. In the fluctuation occurring following the Federal report, New York quotations, as usual, kept their customary spread of between five and six cents from those of Chicago. Shipping charges are thus evened up as they were on October 11, when the comparative quotations ran as follows:

DECEMBER WHEAT					
	Open	High	Low	Oct. 11	Oct. 9
Chicago	1.37½	1.39½	1.37½	1.39	1.37½
New York	1.42	1.43½	1.41½	1.43½	1.42½
MAY WHEAT					
Chicago	1.42	1.43½	1.42	1.43½	1.42½
New York	1.47½	1.48¾	1.47½	1.48¾	1.47½

BOATS BUSY OUT OF MILWAUKEE

Shipments of grain from Milwaukee by lake so far this season to the lower lake ports, as reported by the Chamber of Commerce, have amounted to 6,285,523 bushels, consisting of: Wheat 4,286,631 bushels; corn 1,027,183 bushels; oats 721,280 bushels; rye 165,990 bushels; and barley 84,439 bushels.

The shipments to Buffalo were 5,005,619 bushels; and to Canadian ports 1,279,904 bushels. To Buffalo: Wheat 3,806,296 bushels; corn 724,165 bushels; oats 390,719 bushels; barley 84,449 bushels. To Canadian ports: Wheat 480,335 bushels; corn 303,018 bushels; oats 330,561 bushels; rye 165,990 bushels.

Of the Canadian clearances 98,350 bushels of

wheat were consigned to Canadian tidewater at Montreal.

The total lake clearances of grain from Milwaukee during the season included, in addition to above shipments to the lower lake ports, 221,523 bushels shipped to Ludington, Mich., for transfer through the Pere Marquette Railway Elevator at that point for rail transportation beyond.

CASH GRAIN SELLING WELL

Conditions here are exceptionally favorable at this time for selling cash grains of all kinds. Receipts are far from being burdensome, in fact, a big increase in offerings would be extremely welcome by the entire trade. This not only applies to wheat, corn and oats but on barley. This market is still one of the biggest consuming markets for barley and prices here have been unusually attractive for some time.

Very shortly the new C. M. & St. P. Elevator will be in operation, which will add approximately 1,500,000 bushel capacity to this market.—E. P. Bacon Company, Milwaukee. Market letter of October 9.

CENTRAL ILLINOIS ALL WET

The last 56 days have given Decatur and vicinity around half an inch of rain on an average each 24 hours, or in other words three-fourths of the average annual precipitation. Farmers have about given up hopes of ever threshing the 5 per cent of wheat and 25 per cent of oats yet standing in shock in the fields.

It is generally conceded that the recent light frosts in central Illinois have done but little if any damage to our corn crop. Many believe that by the time another frost period arrives, say in 10 days from now that same would then be beneficial in the way of curing and maturing the crop.

These torrential rains have not been generally accompanied by heavy winds and not a great per cent of the acreage is on the ground. October weather will have a lot to do with how much good corn we raise. Our weather man does not promise a great deal of clear cold weather, and our guess is that in the windup we will find ourselves with a pretty good yield per acre (best on high rolling lands) but that a more or less percentage of the crop will be low in feeding and shipping value.

Corn growers have quite a little 1925 crop sold now and will no doubt sell more around present prices as soon as weather and road conditions will permit them to make deliveries. Recent weather has not improved quality of cribbed corn, but it generally has a low enough moisture content to permit of shipment to long haul markets safely.

Very few local elevators have oats on hand that are yet fit to ship to market, so that business in that cereal is slow even at recent enhanced prices.—H. I. Baldwin & Co., Decatur, Ill., in recent letter.

CORN ARRIVALS LIGHT

For some time past, during the time of almost continuous rains, this market had light arrivals of corn, which resulted in values somewhat in line with other markets, though on account of occasional heavy receipts there were some times during these last weeks that this market was too low and this helped us to get even lighter receipts than we might have had.

The industries have been running good and strong. The high water in the Illinois River has not done any material damage right in Peoria though the water at this writing stands at the highest on record. Some of the interests doing business close to the river are affected by seepage but so far none of them have had to discontinue business.

Now, so far as corn is concerned, we need something like 70,000 to 75,000 bushels daily to supply the local industries. There is also a scattering demand to go to outside points. There has been, however, no general shipping demand—not more than a small business from Peoria. We are expecting, with good weather, that arrivals will increase throughout the west and perhaps the cash corn

may sell at lower value. As a general proposition, it is selling low enough but there seems to be a good stock of old corn in the hands of the farmers which will likely be moved. The oats business has been a very small one for the reason that is affecting the country in general. The crop to begin with was a very light one in central Illinois and most of it was badly damaged by rains and a right good proportion damaged almost too much to send to market. We do not see where the west is going to get very many good oats from the new crop. This has resulted in a sharp demand, not large but keen, for the heavy old No. 2 White oats, which are selling at very substantial premiums. There is very little doing here in wheat, although the damp weather damaged is bringing good prices here as compared to other markets.—*P. B. & C. C. Miles, Peoria, Ill. In Market letter of October 8.*

ST. LOUIS AND KANSAS CITY WIN IN SUIT

Trading in grain futures and in stock futures by the Board of Trade of Kansas City and the Merchants' Exchange of St. Louis is permissible as the result of a judgment filed in their favor in Federal court in Kansas City, Mo., October 12, yesterday in a suit against North Gentry, attorney general of Missouri. The Kansas City and St. Louis bodies were associated in the action filed last February 12 against Mr. Gentry, asking that a restraining order be issued to prevent him from enforcing a state law enacted in 1907 prohibiting future trading.

NEW CHICAGO BOARD OF TRADE ORGANIZATION

Commission firms on the Chicago Board of Trade have organized the Association of Grain Commission Merchants, with aims and purposes similar to an organization which has been operating within the New York Stock Exchange for years and which has been very influential, maintaining a supervision of the membership and operations on the exchange. The Chicago organization was formed for the purpose of improving the morale of the organization, taking a hand in the councils at which officials are nominated for the annual election of the exchange and improve warehousing conditions.

Every partner of each firm is eligible; the firm joins as a unit, but each partner is a member.

The executive personnel of the association includes members of the leading commission houses, members on the Board of Trade, and the following are officers: President, H. H. Lobdell, Lamson Bros. & Co.; vice-president, Arthur F. Lindley, Clement, Curtis & Co.; secretary-treasurer, Loyal W. Bell; directors for three years, Arthur S. Jackson, E. S. Westbrook and Barnett Faroll; directors for two years, Siebel P. Harris and L. L. Winters; directors for one year, F. F. Lewis and A. L. Mansfield.

President Lobdell, in explaining the purpose of the new association said, "We plan to work with and co-operate with all other organizations connected or affiliated with the Board of Trade and together we hope to be able to do some constructive work."

RECEIPTS EQUAL DEMAND

Receipts of corn in this market are just about equal to the demand, with stock in elevators gradually being disposed of and are now about as low as they have been; in fact lower than any time in the past five or six months.

The offerings of old corn have been fair, up until the past two days. Since the break of several cents, offerings have shut off. There is a disposition upon the part of buyers to take hold of good quality fresh shelled No. 2 Yellow corn around present levels. Our discount on No. 3 Yellow corn grades has narrowed to 1 cent and we are accepting No. 3 Yellow corn at 1 cent per bushel on all contracts made since October 1. However it is to be noted that the percentage on No. 3 corn has been increasing the past week and it is very likely that the discount on No. 3 Yellow will again widen out possibly to 2 cents.

The new crop condition is reported as fairly good

and it will require a considerable period of fine weather to put corn in the condition it should be.

Receipts of oats have been fairly ample and there is a constant demand for oats of the better quality. Low grade oats are not selling at such large discounts as they were a few weeks ago, but buyers are not inclined to take them except at heavy discounts.

Stocks of oats in elevators here have been slowly decreasing, indicating a heavier shipping demand than the arrivals will take care of.

The values here are well in line with the other markets, and especially on No. 2 White grade and we find in many cases that our market is accepting the lower quality oats at less discount than some others.—*Harper Grain Company, Pittsburgh, Pa. In market letter of October 9.*

GOOD PROGRESS REPORTED

Unbothered, evidently, by the klan and anti-klan political war being waged in Indianapolis, Ind., are the three gentlemen shown below. They are the officials of the Central States Soft Wheat Growers Association with headquarters in the Indiana



OFFICERS RECORD, SETTLE, AND STEEN

capital. Sales Manager Record of the Association, on the left, before his connection with this organization, was manager of the Farmers Co-operative Elevator at Medaryville, Ind. General Manager Settle (in center) of the Central States Soft Wheat Growers Association, is also president of the Indiana Farm Bureau. This position he has held for several years. Herman Steen, secretary of the Association, before taking that office, spent several years in newspaper work in Chicago, Ill. The Association reports that most of the off grade wheat has been disposed of, and only a small percentage is left on hand. The storage space at the new Early & Daniel Elevator recently acquired by the Association, is filled to capacity. In the near future, it is announced, there will be a gathering of the members of the organization. The exact time will be given at a later date.

CROPS ON OCTOBER 1

The condition of corn is reported at 74.6 per cent of normal compared to 73.8 last month, and 77.3, the 10-year average. This indicates a yield of 27 bushels per acre and a crop of 2,728,000,000 bushels. The five-year average yield per acre is 27.7 bushels and the production is 2,849,000,000. Final yields are apt to be disappointing. December revision of acreage, however, may be upward in spite of some abandonment from an unfavorable July in the west and the more recent floods. Otherwise the crop should be below 2,700,000,000 bushels.

A slight loss of Spring wheat reduces the production to 208,840,000. We estimated 214,000,000 last month and officially it was 212,000,000. The five-year average production is 253,000,000.

Oats production, 1,277,000,000 or the same as our

last estimate, and compares with last month's official of 1,264,000,000, 1,512,000,000 last year, and 1,327,000,000 the five-year average.

Barley production is estimated at 191,800,000 bushels. Last year the crop was 217,000,000 and the five-year average is 186,000,000.—*Lamson Bros. & Co., Chicago. In late market letter.*

CHICAGO EXCHANGE POST ELECTS

One of the most thriving organizations within the Chicago Board of Trade is the American Legion Post. At its annual election on October 6, the following officers were chosen for that post for the coming year: Commander, John H. Fisher; senior vice commander, Thomas Holland; junior vice commander, Arthur J. Bailer; adjutant, A. S. Trude, Jr.; finance officer, August C. Hennig; service officer, H. W. Ewart; chaplain, W. T. Jordan; athletic officers, William Fischer, Tony Mueller and Charles Hamper; sergeant at arms, John Marin, Jr.

CINCINNATI RECEIPTS LIGHT

For the past two weeks the receipts in Cincinnati have been very light, this applies to wheat, corn and oats. We attribute this mainly to the very rainy weather we have had throughout our section. During that period, we have experienced a very poor demand for wheat from the mills, but the demand for corn and oats has been fairly active.—*The Early & Daniel Company, Cincinnati, Ohio. In market letter of October 9.*

EXCHANGE OF QUOTATIONS

By arrangement between the respective Boards, New York Produce Exchange wheat quotations are now posted as made on the blackboard in the Chicago Board of Trade trading room, and the quotations of the cotton futures department of the Chicago Board are similarly posted as made on the grain blackboard in the Produce Exchange.

New York wheat futures for domestic and bonded wheat will be posted in the trading rooms of all the grain exchanges in the United States and Canada if negotiations now under way eventuate favorably.

RAINS AFFECT GRAIN RECEIPTS

The continued rains in the Middle West have been reflected in this market by a decided let up in receipts and a distinct falling off in the quality of arrivals from country points. As receipts have dropped off the discounts on the lower grades of oats have narrowed somewhat, although the wet badly discolored oats will suffer big discounts throughout the entire crop year. The percentage of milling wheat arriving from country points is so small compared with the lower grades that the latter are selling at the widest discounts on the crop and when northwestern Durum wheat commences to move it is likely that these discounts will be even greater as the Northwest also has a lot of poor quality of wheat to market.

Old corn continues in good demand and the industries are inclined to take on all of it they can handle as it is felt that the early movement of the new crop is likely to be very indifferent quality and that this old dry corn will be worth a good premium for many weeks to come.—*J. G. McKillen, Inc., Buffalo, N. Y. Market letter of October 8.*

TERMINAL NOTES

A new office has been opened at Kewanee, Ill., by E. J. Feehery & Co., grain brokers of Chicago, Ill.

The Buffalo, N. Y., business of the Keusch Grain Company of New York City is to be handled by James Bowne.

The J. C. Shaffer Grain Company of St. Louis, Mo., now has offices at 216 Merchants Exchange Building, St. Louis.

Andrew J. Shickling, Jr., has resigned his position with the grain and flour firm of George M. Richardson of Philadelphia, Pa.

A branch office has been opened at Rugby, N. D., by the Midland Grain Company of Minneapolis, Minn. Marcus G. Smith is in charge.

Larger quarters have been secured by the Hutchinson Board of Trade, Hutchinson, Kan. The pres-

ent office and auditorium of the Chamber of Commerce have been taken over which will give the Board four times as much floor space as present.

The Seattle, Wash., office of the Ryer Grain Company is under the management of D. J. Conway, formerly of the Portland, Ore., office of that company.

Robert Pettyko has resigned as manager of the grain department of the Faroll Bros., New York, and is in the grain brokerage business on his own account.

J. A. Theis has recovered from his long illness and is back as grain buyer for the Davis-Noland-Merrill Grain Company on the Kansas City Board of Trade.

Charles W. Baum is associated with the J. J. Badenoch Company, Chicago, Ill. He was for a number of years with the Rosenbaum Grain Corporation of Chicago.

William R. McQuillan is now associated with Westheimer & Co., of Cincinnati, Ohio. He was for years with the local grain trade there retiring a little over a year ago.

Clarence S. Betts is to be representative on the New York Produce Exchange for Armstrong & Long, wholesale and retail dealers in grain, hay, straw, flour, etc., of Brooklyn.

The cotton market on the Chicago Board of Trade has adopted the time schedule of the grain market and on Saturdays will be in session until 12 noon instead of closing at 11 a. m.

B. H. Fleet has resigned as Ralston, Wash., manager for the Seattle Grain Company. He has been with that firm for more than 13 years. M. Stone of Odessa will succeed him.

M. E. Carlisle, W. G. Zimmerman, Charles D. Carlisle and George M. Chesterfield have incorporated at Kansas City, Mo., as the Carlisle Commission Company. Its capital stock is \$30,000.

H. C. Eustis is now associated with the stock and bond house of Moore, Hyants & Co., New Orleans. He was for a number of years in the grain business, associated with J. S. Waterman & Co.

Laurence S. Carr is now with the grain and freight brokerage concern of H. Murray Cameron, Ltd., at Vancouver, B. C. He was for many years with the Vancouver Milling & Grain Company, Ltd.

O. T. Brewick is to be floor trader on the Omaha Grain Exchange for the Trans-Mississippi Grain Company. He was formerly with Cope & Co., until that firm discontinued business, on the death of Mr. Cope.

An office has been opened in the Baker Building, Minneapolis, Minn., by Farnum, Winter & Co., stock, bonds and grain brokers with offices in New York, Chicago, St. Louis and other places. R. A. Rice is in charge.

A contribution of \$5,000 has been donated by the Salina Board of Trade to the Kansas Seed Wheat Association which was organized to solicit and handle funds for the purpose of buying seed wheat for northwestern Kansas.

Property at Kaukauna, Wis., has been bought by the Cargill Grain Company of Minneapolis, upon which it will establish a branch office. The site was formerly occupied by the buildings of the former Wisconsin Malt & Grain Company.

H. R. McMillan is succeeded as president of the Vancouver Merchants Exchange by J. E. Hall. Mr. Hall is president of the Vancouver Milling & Grain Company and is the first grain man to occupy the president's chair in the exchange.

Lloyd C. Stone is the new chief inspector on the Ogden Grain Exchange, Ogden, Utah. He succeeds Walter J. Morgan who resigned to enter the service of the United States Department of Agriculture. He has been placed in charge of the Pacific Coast office of the hay, feed and seed division.

At the annual meeting of the Winnipeg Grain Exchange, A. Thomson, manager of the International Elevator Company, Ltd., Winnipeg, was elected president. Mr. Thomson went to western Canada in 1901 and entered the grain business. He

has been associated with the International company for more than 20 years, holding the position of manager since 1911. Mr. Thomson has been active with the Winnipeg Grain Exchange for a number of years.

E. H. Tipton has succeeded Murray Van Metre as transportation commissioner of the Larabee Flour Mills Company of Kansas City, Mo. Mr. Tipton was assistant to W. R. Scott in the Transportation Department of the Kansas City Board of Trade. At that place he is succeeded by J. W. Holloway.

At the recent meeting of the Board of Directors of the Terminal Grain Corporation of Sioux City, Iowa, the following officers were re-elected: President, T. A. Black; vice-presidents, James F. Toy and George C. Call; treasurer, J. A. Magoun; secretary and manager, S. P. Mason; assistant manager, C. A. McDonald.

The interest held by George W. Head in the Canada West Grain Company of Winnipeg has been sold by him. He has gone into business for himself and will operate as the G. W. Head Grain Company at Vancouver, B. C. Mr. Head was a member of the Winnipeg Grain Exchange and was for some years in the Black Sea grain trade at Braila, being connected with Thormanby, Head & Co.

Joseph Geisel has been appointed vice-president of the new Goetzmann-Aylsworth Grain Company of Minneapolis, Minn., and has been placed in charge of the company's Kansas City office. Mr. Geisel was at one time connected with the Bulte Mills and later with the Valier & Spies Milling Company of St. Louis, Mo. Recently he was connected with the Joseph S. Giesel Grain Company which has gone out of business.

Articles of incorporation have been filed by the A. B. Caple Company of Toledo, Ohio, which will engage in handling grain and feeds. The firm is capitalized at \$30,000. The business to which this new firm succeeds has been conducted by Mr. Caple for years. Lester Lusher, an employe of Mr. Caple for several years, will be one of his associates. An Alfalfa mill has been added to the plant and other extensions are contemplated.

An Omaha, Neb., office has been opened by the Rocky Mountain Grain & Commission Company which has its headquarters at Minneapolis and Kansas City. The company has held a membership in the Omaha Grain Exchange for a number of years and the business there was handled by the J. W. Redick Company. Offices are to be at 202-203 Grain Exchange in charge of G. S. Jewett. Mr. Jewett comes from Sidney, Neb., where he was secretary-treasurer of the Nebraska-Colorado Grain Company. The account of this company will be handled at the Omaha office of the Rocky Mountain company by Mr. Jewett. A general grain business will be conducted by the firm.

CHANGES IN MEMBERSHIP

Cairo.—H. S. Antrim has withdrawn his membership on the Board of Trade. W. S. Cunningham has also disposed of his membership in this organization.

Chicago.—New members on the Board of Trade are: William T. Fraser, James P. Reichmann, James A. Sweeney, Byron C. Munson, Harry A. Volz, Harry D. Richeson, James E. Hall, John J. Murphy, Roy W. Milner, Joseph F. McCarthy, Raymond C. Templeman. The memberships of the following have been transferred: Paul Gingold, William A. Hutton, John F. Sweeney, H. A. Von Rump, Estate Garnett S. Zorn, Thomas J. Bagley, Arthur G. Pearson, Stephen C. Ladd, John L. McFarland, D. D. Morrison and James F. Cleary. Reported by Secretary J. J. Fones.

Duluth.—J. R. Foulkes is a new member on the Board of Trade and A. R. Bock has withdrawn his membership. Reported by Secretary Charles F. MacDonald.

Kansas City.—Arthur S. Walters has applied for membership on the Board of Trade on transfer of membership of George W. Hugby, deceased.

Milwaukee.—Duane L. Norby, of Cargill Grain Company and John G. Dill, of R. E. Jones Company, Wabasha, Minn., have been admitted to membership

in the Chamber of Commerce. The memberships of John J. Murphy and R. E. Jones have been transferred. Reported by Secretary H. A. Plumb.

Minneapolis.—The following memberships in the Chamber of Commerce have been transferred: From Rene T. Paradis to Brynte Brynteson; from Ralph Bruce No. 1 to Andrew R. Templeton; from Arthur McGuire No. 2 to Howard F. McPharlin; from R. J. Huseby to Clyde C. Cook; from E. A. Everett to Victor G. Pickett; from M. B. Gold No. 2 to M. J. Renshaw; from J. I. McFarland to R. W. Milner. The privilege of corporate membership was granted to The Minnesota Wheat Growers Co-operative Marketing Association.

TRADE NOTES

Of interest to the many friends in the Maryland district of Gilbert H. Unruh, of the Link-Belt Company of Philadelphia, Chicago, and Indianapolis, should be the news of Mr. Unruh's permanent location, for their greater convenience, as his company's representative in Baltimore. Mr. Unruh, for the present, may be reached at 618 Regester Ave., Stoneleigh, Baltimore County, Md. (Govans p. o.). His telephone number is Evergreen 2139.

The Hess Warming & Ventilating Company, 1207-1227 South Western Avenue, Chicago, Ill., announces the incorporation of the Hess Grain Drier Company of Canada, Ltd., 68 Higgins Street, Winnipeg, Manitoba. Theodore Kipp will be managing director of the Canadian company and driers for Canadian use will hereafter be manufactured in Winnipeg. The Hess company has installed driers in a number of Canadian elevators and the new corporation will undoubtedly find plenty of business in the Dominion to keep busy.

The M. A. Long Company, engineers and constructors, the Long Building, 10 W. Chase Street, Baltimore, Md., who are now putting the finishing touches on the great export elevator of the Reading Railroad in Philadelphia, has found it necessary because of its expanding interests in the Middle West, to open an office in the Postal Telegraph Building, Chicago, Ill. This western office will be managed by O. F. Eiserer, who is well equipped to serve all western inquirers on building projects.

A new branch office has just been opened in Utica, N. Y., at 107 Foster Building, 131 Genesee Street, by Link-Belt Company of Chicago, Philadelphia and Indianapolis. This, their thirty-fourth office, and the third within the State of New York, is to be devoted especially to the sale of Link-Belt Silent Chain and Link-Belt Roller Chain; and will be in charge of F. P. Hermann, Jr., who has had many years of Silent Chain experience and contact while located in the New York office.

Grain shippers who sack grain for the southern trade and elevator operators who operate feed grinding units in connection with their grain business, will be interested in a folder on bag holders which has recently been issued by the Webster Manufacturing Company, 4500-4560 Cortland Street, Chicago, Ill. The pamphlet describes the Mosher and the Universal Bag Holders, both of which can be adjusted to any height or width of bag. The Webster company would be glad to send a folder to anyone interested.

The current styles have made us accustomed to legs, but the S. Howes Company, Inc., of Silver Creek, N. Y., gives us a reminder that does not carry so pleasant an impression. "Leggy, sprouted wheat, rusty oats and soft corn"—the result of the heavy rains. But the reminder is accompanied by the suggestion that the effect of the rains can be overcome to a great extent by the "Invincible Rolfe" Dryer, and the "Eureka" or "Invincible" Scourers or Clippers. The suggestion is timely for grain of all kinds will need close attention this year.

REPORTS for September 1926 show that 4,818,053 bushels of wheat cleared from Galveston for foreign ports for this month. In September of last year no ships sailed carrying wheat.

Grain Dealers on the Way to Buffalo

WITH Buffalo gaining constantly in importance as a milling center and a terminal market for grain merchants, it is only fitting that this year the Grain Dealers National Association chose that city as headquarters for the annual convention which occurs October 18, 19 and 20. At the present time Buffalo stands an easy second with no other community in sight to dispute its progress in the using of grain products. It is a fast growing flour milling city and a progressive grain marketing center. Buffalo is capable of turning out 225,000 barrels of flour per week. In the year 1925, Buffalo turned out 9,500,000 barrels of flour, which was an increase of nearly 2,000,000 barrels over the previous high year.

The fact that during the summer of this year trading in Buffalo grain futures was resumed on the New York Produce Exchange is also proving significant. Estimates have been made indicating that there will be about 70,000,000 bushels of grain in storage at Buffalo at the end of the year, and the milling capacity is on the increase.

Buffalo's location as a port is a decidedly favorable one. Situated at the eastern end of the Great Lakes, which carry the world's greatest tonnage, tapping the most fertile regions of the country, at the western end of the Barge Canal, the world's

els each, and seven can hold over 2,000,000 bushels each. The largest of them, Washburn Crosby Company's Frontier Elevator, has a capacity of 5,400,000 bushels. The volume of grain handled has continued increasing until today the grain receipts at Buffalo total more than 200,000,000 bushels annually.

For a century the mills at Buffalo have been grinding flour. Wheat production during that time moved West and flour mills with it. Within

It is cheaper in many cases to move grain to Buffalo and mill it there and then ship by rail or canal to seaboard centers of population than to convert the grain into flour near the source of supply. As high as 450,000 bushels of grain to a ship can be brought to the port and unloaded at elevators, and cargoes of this great size are brought down from the other end of the lakes. All of this helps in keeping the grain business active in the Buffalo area.

Buffalo and vicinity affords some very attractive automobile trips and the month of October is a most delightful time for such trips. There is a choice of five or six routes of all paved road to New York City. E. E. McConnell, of the McConnell Grain Corporation, says, "We urge everyone who can do so to drive to the convention. From Cleveland to Buffalo, along beautiful Lake Erie is a wonderful trip—all paved roads. There is a fireproof garage, with moderate rates, directly across from the Hotel Statler, and parking space during the day. We have arranged stickers for windshields showing that you are the guest of Buffalo during the grain dealers' convention, and traffic 'cops' will see that you are well taken care of.

"Tourists should bring overcoats along," continues Mr. McConnell, "as the October air along Lake Erie



WILLIAM J. HEINDOLD
President Buffalo Corn Exchange

the last 20 years or so, however, the tide has again turned eastward and the city's flour production has been growing by leaps and bounds. The economic changes affecting the quantity and quality of wheat production and the increasing cost of rail transportation have brought out Buffalo's advantages. One thousand miles of water west of the port make available the wheat crops of the Southwest, the Northwest and even Canada.

Greater attractiveness, according to the *Buffalo*



FRED E. POND
Secretary of the Buffalo Corn Exchange

greatest waterway of its kind, which runs through the wealthiest state of the nation, linked by water at a period when waterway transportation is becoming so important, it has an enviable position. It should also be noted that Buffalo is connected via water and rail as well with the Atlantic seaboard, the Panama Canal and the Pacific, and it is the key position for Canada trade, separated only by the Niagara River, thus making the location a strategic one.

The city's growth and importance as a port were so great during all the Nineteenth Century that the attention of its citizens was centered almost entirely upon its waterfront. All business centered there and its commercial organizations had their headquarters on the wharf. Its early business men were engaged in shipping, in the transfer of cargo from lake to rail and lake to canal, in marine insurance and everything appertaining to the commerce of the port.

The first commercial steam elevator in the world was erected in Buffalo in 1843 by Joseph Dart. Today there are 28 large grain elevators, with 37,400,000 bushels of capacity. Thirteen of these terminal houses have a capacity of more than 1,000,000 bush-



THE BUFFALO CORN EXCHANGE BUILDING

Times, will be added to the Buffalo facilities when the new harbor plans are whipped into shape and carried to completion. This is a \$20,000,000 proposition and will result in the construction of several new piers. Greater protection to ships and the shipping industry will be afforded and the vessels that have the golden flood of grain in their holds will be safe from the ravages of the weather.



PATRICK D. CONNORS
Chief Inspector and Weighmaster of Buffalo Corn Exchange

and in Buffalo is sharp but pleasant. We will have a representative from the Buffalo Automobile Club at the Hotel Statler to direct you on any trips you want to make. You can go to Niagara Falls, Lewistown and Youngstown, the most beautiful trip along Niagara River below the falls. At Youngstown, the old fort, 200 years old, can be seen. To East Aurora, Olean, Salamanca constitutes another beautiful one-day trip from Buffalo. To Olean there is beautiful rolling country. Olean to Salamanca is along the Allegheny River and foothills of the Allegheny Mountains. East—100 miles to Geneva, the head of Seneca Lake. South—about 40 miles along the shore of Seneca Lake to Watkins Glen, one of the best scenic wonders of the East. The Canadian trip from Niagara Falls to Toronto, through Hamilton, along the beautiful shore of Lake Ontario, is about 110 miles. State license cards are necessary to cross the border."

The St. Louis Merchants Exchange members have arranged a special train to the convention again, in charge of T. A. Bryant. It is probable that many dealers from Kansas City and the Southwest will join the party, as they have in past years, and as parties arranged in the past by Mr. Bryant have proven big successes, it is likely this one will be

enjoyed to the utmost by those who ride the special. Mr. Bryant recently said:

"We are going to the Buffalo convention in a special train and will leave St. Louis on Sunday, October 17, at 1 p. m. The train will be an all steel Pullman de luxe affair, the same as our special

mittee; and Frank C. Greutker, manager of the Buffalo branch of the Cereal By-Products Company, is the chairman of the Publicity Committee of the convention.

George B. Wood, of the Seymour-Wood Grain Company, who is a director of the national Asso-

rooms without bath at \$1.50 per day upward. The Statler Hotel, which is headquarters for the grain men this year, has 1,100 rooms; and rates are from \$4 (for single with bath) upward. Double with bath runs \$5.50 and up.

Special arrangements are being made to assure the ladies who attend the convention of having a good time. Hundreds of them are expected. The ladies will be entertained every minute from 10 a. m. on Monday until midnight on Tuesday. They will see everything of interest in and around Buffalo, including Niagara Falls and East Aurora, and in addition they will attend a big dance one night and a large banquet the next. On Wednesday, the last day of the convention, the ladies will be given a rest and permitted to do some shopping or visit some of their Buffalo relatives and friends. The ladies' schedule, as announced by Secretary Quinn is as follows:

Monday, October 18. Leave Hotel Statler at 10 a. m. for an auto trip to visit the famous Roycroft Inn at East Aurora. Reception by Elbert Hubbard, II. Inspection of the Inn. Luncheon. Musical and literary entertainment. Inspection of the Roycroft work shops. Leave East Aurora at 4:30 p. m. Arrive at the Hotel Statler at 5:30 p. m.

Monday evening — Informal dance at the Hotel Statler ball room. The Buffalo Reception Committee will act as hosts and hostesses.

Tuesday, October 19.—Leave Hotel Statler at 10 a. m. in comfortable riding automobiles for a trip around Buffalo. Arrive at the Buffalo Consistory at 11:45 a. m. Organ recital and display of wonderful lighting effects in the Consistory auditorium. Luncheon at 12:15 p. m. Leave the Consistory at 1:15 p. m. by the same cars, going direct to the Terrace Station where they will meet the men for the journey to Niagara Falls.

The trip to Niagara Falls will be made on a special New York Central train. This trip takes in a visit to the Queen's Park and the Horseshoe Falls on the Canadian side. The ladies and men will then be taken down the Canadian side, stopping at Brock's Monument where a panoramic picture will be taken. The party will cross at Queenstown to Lewistown on the American side and proceed up the American gorge to Niagara Falls.

Tuesday evening.—At 7:30 a great banquet will be held in the Hotel Statler ball room. There will be good music and special entertainers.

The Entertainment Committee is headed by Charles T. Doorty, and he has been active in arranging some unusual events for the men as well as the ladies. Captain Irving O'Hay will be one of the principal banquet speakers and is sure to prove interesting as well as amusing.

Trade Rule No. 2 is to come up for discussion at the convention. Chairman C. D. Sturtevant, of Omaha, who heads the Trade Rules Committee, explains that the purpose of these amendments is to clarify Section (B) of the present rule so that there will be no misunderstanding on the part of the members as to just what Section (B), defining the word "terms" means.

Section (B) of Rule 2 has always meant to the student of the trade rules that the mere "weights and grades" of a market do not mean the "terms" of that market, so that a trade based on the "weights and grades" of any market does not imply



SASKATCHEWAN CO-OPERATIVE ELEVATOR, BUFFALO, N. Y.

to the Cincinnati and Kansas City conventions. We will go by the Wabash to Detroit, and then via the Michigan Central to Buffalo where we will arrive at a seasonable hour on Monday morning, October 18. This will give us a trip through the southern peninsula of Ontario from Detroit to Buffalo. The route was selected because it will give us an excellent opportunity to view Niagara Falls at Falls View on the Canadian side.

"We are going to do more than merely go to the convention this year. We will buy tickets at St. Louis for New York City, remain during the convention at Buffalo and then take our special train over the Lehigh Valley road to New York. We will return via Philadelphia where we will take in the Sesqui-Centennial Exposition. I am sure there will be many people at the Buffalo convention who will want to make this side trip with us from Buffalo to New York and Philadelphia and we wish to state they are cordially invited and that if they wish to do this please get in touch with me for hotel reservations at New York and Philadelphia. My address is 120 Merchants Exchange, St. Louis, Mo."

The railroads have agreed to reduced fares for members attending the convention, the concession being on the "identification certificate plan." When starting for the convention the delegates will buy return tickets, using the certificates provided by Secretary Quinn's office and these entitle the holders to the round trip for fare and a half. When leaving the convention city for home it is simply required that the delegate step into the ticket office at the station and have the ticket stamped. "Validations" are not required. This plan is a simple one and puts economical transportation within the reach of everyone.

Adding to the general interest of the occasion is the fact that four conventions are being held simultaneously in Buffalo. At the same time that the Grain Dealers National Association meets, there will be annual meetings of the United States Feed Distributors Association, the Terminal Grain Weighmasters National Association and the Chief Grain Inspectors National Association. All have headquarters at the same hotel.

Among those who have had much of the work of arranging for the coming convention is President William J. Heinold of the Corn Exchange of Buffalo. He has labored with the various committees and assisted materially in preparing for the annual event of the grain trade. A valuable assistant to him in this work has been Secretary Pond of the exchange, and they have co-operated successfully with the leaders on the committees.

The chairman of the Finance Committee is C. C. Lewis, president of the Lewis Grain Corporation; E. E. McConnell of the McConnell Grain Corporation is chairman of the Hotels and Transportation Com-

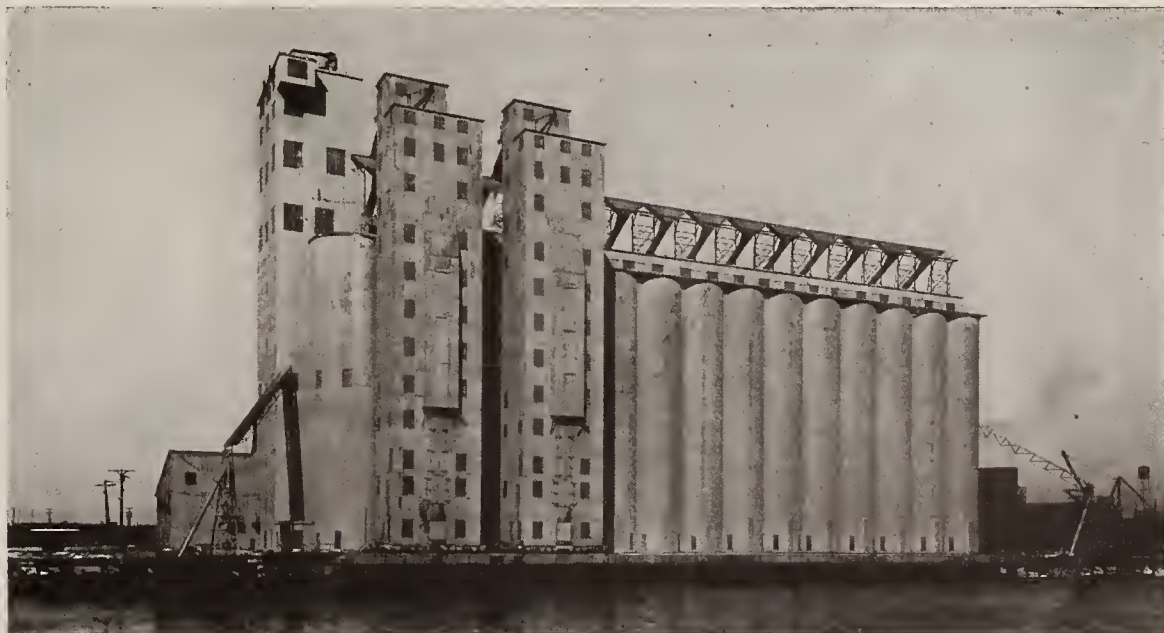
mittee, representing the Buffalo market, is chiefly responsible for the 1926 convention being held in that city.

Hotel reservations need not be a source of worry at the Buffalo convention. The city entertains many



MONARCH ELEVATOR, BUFFALO

conventions each year and has developed its facilities for handling them to a point which assures satisfaction of visiting delegates. With 13 hotels of some size and quality, Buffalo has over 4,700 rooms available for transients and rates vary from single



NEW MARINE ELEVATOR, BUFFALO, N. Y.

that in the event of a dispute the controversy must be settled in that market. The "terms" of a market, however, mean that "all" the rules and regulations of that market are embraced in the contract. To illustrate: If John Smith sells grain on the "weights and grades" of his market, John Jones (the buyer) is not required to arbitrate in John Smith's market should a dispute arise between the two, both parties, of course, being members of the Association. But should the sale be made on the "terms" of John Smith's market then John Jones must arbitrate in John Smith's market. In view of the fact that some controversies have arisen over the meaning of section (b) Mr. Sturtevant has deemed it advisable to ask the Buffalo convention to make the matter so plain that there can be no possibility of a dispute in the future. He has rewritten sections (b) and (c) substituting three sections to be known as sections (b), (c) and (d). No change has been made in section (a). Rule No. 2 as it now reads and as it has read for years is as follows:

TRADE RULES

Rule 2. (a) Usual Terms: The specifications of Rule 1 shall apply except in cases where the buyer and the seller have been trading on agreed terms and conditions, in which event it shall be sufficient for the words "usual terms" to be used in telegrams, and the use of said words shall imply that such terms and conditions as governed previous trades of a like character shall obtain.

(b) **Terms:** The word "terms" shall mean that the weights and grades of a shipment shall be determined in the market agreed upon at time of sale,

Sells Texans Feed and Grain

Noble Grain Company Operates 50,000-Bushel Elevator in Conjunction with Feed Plant and Sidelines, at Plainview, Texas

THE southwestern part of the United States has been pressing the Northwest closely as the milling center of the country, and while the industry has not been so closely concentrated in any individual cities possibly as it has in the Northwest, nevertheless the quantity of flour produced has steadily increased. This has been a development of comparatively recent years, in fact since the introduction of successful cultivation of Hard Winter wheat, which came from Russia, although it had the name of "Turkey".

Texas has its full complement of milling capacity and boasts some fine plants which turn out a high grade of flour, much of which is well known abroad as well as throughout the Southern States. In line with this trend in the development of the state's industry, it has been necessary to provide for the handling and storing of the grain crop. Country elevators were necessary, and the constant increase of the business has necessitated frequent additions to the existing storage facilities. Along with the growth of the grain trade and flour milling has come added activity in the feed business. Since Texas has always been among the leading states in the livestock trade, there is always a large demand for feed, and with the raw products being produced

directly across the street from the elevator, a great convenience for the foreman.

The elevator is of studded ironclad construction, and has a storage capacity of 50,000 bushels, which is divided into six large bins, five bins over the driveway, and other small units, making a total of 17 separate storage bins. The receiving capacity is the same as the shipping capacity—10 cars daily. Two Eureka Cleaners have been provided and they are capable of handling 1,500 bushels per hour.

Electricity is used both for lighting and power, and the current is supplied by using central station service. The operation of the plant requires the use of eight motors, and these have an aggregate of 95 horsepower. The hook-up is by means of a belt drive. To facilitate unloading, there is a wagon and truck air dump, and the house is furnished with a power shovel for cars. Two scales have been installed. One of them is a 10-bushel scale, and the other is an 85,000-pound Fairbanks Scale of the type register model.

The chief products handled are wheat, milo, cane and Sudan grass seed, along with the line of feeds and sidelines. Of course, the "Wes-Tex" poultry and dairy feeds which the company manufactures in its mixed feed plant constitute an important part of the business. Coal occupies an important place among the sidelines handled.

E. N. Noble is president and manager of the Noble Grain Company, and S. S. Lomax is elevator and mill foreman. He has been in charge of the plant for about eight years and is an expert in his line.

KEEPING UP OUR WHEAT REPUTATION

"The Southwest has a world-wide reputation for high quality Winter wheat, and there is no question but that this high standard is going to be maintained", says H. M. Bainer, Director, The Southwestern Wheat Improvement Association. Continuing he says, "Our wheat farmers are doing more and more each year to improve the quality and increase the per acre yield. They realize that quality has much to do with the price and that the yield per acre controls the profits."

Much is being done to build up the soil and make it more productive than it was when new. Wheat growers have learned that it does not pay to continue to raise wheat too many years on the same fields, also that it is as important to maintain the organic matter and the soil nitrogen as it is to plow and keep down the weeds. They have also found that no straw, stubble or trash should be burned; that the soil needs this vegetation and it should be plowed under.

More attention is being paid to good seed and adapted varieties than ever before, and while the fanning mill is finding increased use in improving seed, yet there is a great need of increasing its use still more. Thousands of farmers are treating their seed wheat for smut this fall who have never done so before. Smutty seed and rye mixed seed is taking a back seat and is being rapidly replaced with certified and pure seed. New fangled varieties are not finding a ready sale; farmers are sticking to the old reliable varieties and are waiting for the approval of the experiment stations before trying out the new ones.

PAMPAS GRAIN OUTBOUND

Exports from Argentina during September included wheat 33,000 tons (1,212,000 bushels); corn, 498,000 tons (19,606,000 bushels); linseed 104,000 tons (4,094,000 bushels); oats, 16,000 tons (1,102,000 bushels); barley, 4,000 tons (184,000 bushels); flour, 7,000 tons (79,000 barrels), according to a cablegram dated October 2, from H. B. MacKenzie, acting commercial attache at Buenos Aires.



NOBLE GRAIN COMPANY'S PROPERTY AT PLAINVIEW, TEXAS

it being understood, in addition, that whenever applied to a terminal market, the word "terms" shall be construed to mean that all the rules governing such market shall obtain.

(c) **Regular Market Terms:** "Regular market terms" shall mean that the official inspection and weights of some Board of Trade, State, or disinterested public inspection and weighing department shall govern.

Mr. Sturtevant suggests the following two sections as substitutes for section (b):

(b) **When trades are made subject to the "Terms"** of a named terminal market, all of the rules of such market shall be construed to be a part of the contract.

(c) **When sales are made subject to the "Weights and / or Grades"** of a named terminal market, a non-member of such market shall not be bound by the rules of said market.

Chairman Sturtevant suggests that section (c) be changed to section (d) and that it be made to read the same as the present section (c) with the following addition:

The rules of the market where the grain is inspected and / or weighed shall not be a part of the contract, unless by specific agreement.

This would make the new section (d) read as follows:

(d) **Regular Market Terms:** Regular Market Terms shall mean that the official inspection and weights of some Board of Trade, State or disinterested public inspection and weighing department shall govern. The rules of the market where the grain is inspected and / or weighed, shall not be a part of the contract, unless by specific agreement.

in large quantities, it was only natural that this phase should lend itself to greater development.

The state spreads over such a vast area that conditions in many industries are quite different at the north end from those experienced at the south end. The northern part of the state is nearer to the center of milling and grain producing of the Southwest, and it is up in this locality that Plainview will be found.

The Noble Grain Company, Inc., has its plant at Plainview, Texas, on the right of way of the Atchison, Topeka & Santa Fe Railway. The main building occupies a ground area measuring 43 feet in length and 42 feet in width.

This concern was formerly the R. C. Ayers Milling & Grain Company. About a year ago E. N. Noble bought the controlling interest and since then he has been in active charge. The secretary, H. C. Burns, was, up to about a year ago, associated with the Burrus Mill & Elevator Company, of Fort Worth.

In the feed department, the company has the following machinery: A feed grinder, a 1,000-pound batch mixer, a two-stand roller mill, seed cleaner, Eureka Oats Clipper, and a wheat and oat separator. The leg in the elevator carries an 18-inch belt with seven and nine inch cups. Seven hundred feet of private track serve the plant, and in addition to the other units there is a seven-room dwelling for the elevator foreman which is located

NEWS LETTERS

LOUISVILLE

A. W. WILLIAMS - CORRESPONDENT

LOCAL elevators in Louisville which are handling open storage have all the business they can handle just now in long time storage of wheat, as a result of mills having bought early, and having loaded up their own storage, as well as rental space. However, daily handlings are light, as there isn't much grain moving either in or out just now. Several weeks of weak markets, heavy rains and good grass in the state, and other conditions, have resulted in relatively light demand for grain. Roads, other than made roads, are so poor that there isn't much hauling. Hay movement has been very light, it being too wet, with the ground too mushy, for hauling out of the fields.

Demand for mill and manufactured feeds has been very fair. In fact millers have had numerous inquiries for feeds, where buyers wanted to take contracts of 60, 90 days, etc., but most of the mills in this section are limiting feed bookings to 30 days, because it is generally believed a higher market is sure to develop, when grass comes to an end.

Fall planting of wheat and rye has been light account of bad weather and inability to work land. Just how much rye and wheat are being planted, however, is a question, as the country is full of good seed wheat and rye, carried by the farmers, who are not needing to buy seed stock this season. Seed houses report practically no demand for seed wheat and not much rye demand.

Corn is a trifle dull. No. 2 White corn is selling at 86 cents. No. 2 White oats are 49 cents. Wheat is being offered at \$1.42, costing \$1.40 Louisville, for No. 2 Red.

One of the big hay handlers reported but one car of hay in over a week due to wet ground. No. 1 Timothy, is selling at \$22 a ton; with straight Clover, or Mixed Clover and Timothy at the same price. No. 2 grades are all at \$20 a ton. Wheat and oat straw are \$13 a ton; rye straw, \$15. Western Alfalfa is \$32 a ton; local, \$26.

Ed Scheer, Bingham Hewett Grain Company, Louisville, remarked that there wasn't much demand for anything just now, nor was there very much being offered. Handlings are light, and country dealers are buying only what they have to have, and that isn't much.

Harry Volz, for some years very active with the grain house of S. Zorn & Co., has carried on that business, without any change, following the death a few weeks ago of Garnett Zorn, for several years head of the business, and son of its founder, Sebastian Zorn. Mr. Volz is rather active in politics, but finds time for both items.

W. A. Thomson, head of W. A. Thomson & Co., grain dealers and elevator operators, returned about the last of September from a trip to England, and his son, W. A. Thomson, Jr., has just returned after a visit to Europe with Mrs. Thomson. Following the death of Mrs. W. A. Thomson, Sr., a few weeks ago, the Messrs. Thomson decided on a trip abroad.

Oscar Fenley, president of the Kentucky Public Elevator Company, recently returned from Michigan, where he and Mrs. Fenley spent the summer.

The Ballard & Ballard Company, in September, used 297,140 bushels of wheat in its Louisville mills, where it produced 66,146 barrels of flour. For three months of the crop year production has been 169,009 barrels. Last year in the same period production was 184,390 barrels. This year's production was 15,381 barrels below that of last year, due largely to late harvesting and start on new wheat.

Night Patrolman William McLemore, in Salem, Ind., was recently shot in the leg, while in a gun battle with H. Nicholson, formerly of Kentucky, who was seriously wounded. The officer found Nicholson loading wheat to a truck, from the plant of the Campbellsville Milling Company, which it was alleged was for use in making

moonshine mash, he being under previous charges as a result of a raid, on his farm, in which a quantity of mash was found.

Railroads have been able to render very excellent service this year, shipments making good time, and there having been no trouble experienced in connection with car supply. It is believed in traffic circles that with the possible exception of a little shortage in coal car supply, there isn't any trouble in sight in that direction this fall.

W. H. Strowd, of Nashville, Tenn., of the Soft Wheat Millers Association, speaking before the American Custom Millers Association convention, in Louisville, on September 15, among other comments, remarked that millers should use their full influence to get farmers away from mongrel wheat, and to growing from straight strains, resulting in better wheat and more uniform flour.

The Carlisle Mill & Supply Company, Carlisle, Ky., capital \$24,000, was recently incorporated by J. T. Bowser, W. R. Knight, and Stuart A. Dorsey.

BUFFALO

ELMER M. HILL - CORRESPONDENT

DU E to the late opening of navigation on the Great Lakes last spring and the fact that rain and cold weather have retarded the grain season about a month, receipts of grain at terminal elevators in Buffalo this season will be from 50,000,000 to 60,000,000 bushels less than last year when close to 260,000,000 bushels of grain were unloaded at Buffalo. Members of the Buffalo Corn Exchange and large elevating interests along the waterfront predict that receipts this year will be less than 200,000,000 bushels.

Figures for terminal elevators up to the first of October show that less than 95,000,000 bushels have been handled up to that time as compared with 132,000,000 bushels for the corresponding period of last year although the storage capacity of the port has been increased by almost 4,000,000 bushels since the spring of 1925. It is estimated that about 25,000,000 bushels of grain will be stored in Buffalo this winter on lake vessels with storage cargoes. This is approximately the same amount as was held in bottom storage last winter. Docking berths for eight more boats are under construction by the city in connection with the port development plan which will allow an increase of about 3,000,000 bushels in winter boat storage next year.

The elevator congestion at Montreal also has tended to slow up the movement of grain to Buffalo for transshipment to Montreal for export. The Montreal congestion has been the result of filling available elevator storage space with rye and barley for which there is very little export demand. Nearly 2,000,000 bushels of American rye and about 1,600,000 bushels of Canadian barley are being held in Montreal elevators. The result is that the Montreal houses are being used for dead storage instead of transit purposes. With limited elevator space at Montreal, immediate transfer of grain onto ocean vessels is the only practical means by which grain can be shipped beyond that city. The number of ocean bottoms available is limited.

The Buffalo Cereal Company has been incorporated with a charter under the laws of the State of New York with an authorized capitalization of \$200,000. The directors include James R. Thomas of New York; Alfred A. Berrick, Herbert H. Hewitt, Lawrence E. Harmon and George F. Booth of Buffalo.

Simon J. O'Brien, president of the Buffalo local of the Grain Shovelers Union, says the scoopers are looking forward to a very active late fall and winter season but the men are behind about \$400 in their season's pay due to the falling off in grain receipts at terminal elevators.

Due to the continued demand for ships to carry coal from the United States to the British Isles, required by English firms on account of the coal strike, a scarcity of shipping for transportation of Canadian

grain across the Atlantic is becoming manifest in Montreal. Transportation rates on grain have soared so high that it is now unattractive for European buyers to take grain from the Canadian continent. As high a rate as 30 shillings (\$7.50) a ton has been quoted for an early steamer to carry American grain to England. It is figured the equivalent of this rate in grain transportation to the continent from Montreal is around 34 cents per hundred weight.

The central building of the Moffat Flour Mills, formerly known as the Eldad Grain Elevator at 1035 East Seneca Street, was destroyed by fire early this month with a loss estimated at \$50,000. The building was more than 50 years old and was largely of wood construction. About 50,000 bushels of grain stored in the mill were badly damaged. Nearby concrete storage bins resisted the great heat from the fire and were undamaged.

The Mutual Millers & Feed Dealers Association of western New York and northwestern Pennsylvania which recently held its meeting in Jamestown elected these officers: L. L. Warner of Niobe, president; Roy Mulkie of Corry, Pa., vice-president; J. Leon Anderson of Jamestown, secretary and treasurer. The new directors are: Ernest C. Kessler of Jamestown; E. B. Dunbar of Little Valley; Henry Dye of Forestville and H. S. Carr of Portville. About 50 attended the meeting. Future meetings will be held at more frequent intervals.

The Mapl-Flake Mills and the Lake Shore Transfer Elevator "B" at Abbott Road and Elk Streets, Buffalo, have been sold to the Pratt Food Company of Philadelphia. For many years the property has been owned by the Armour Grain Company of Chicago. The purchase price and improvements planned by the new owners brings the total amount involved in the transfer up close to \$1,000,000. The Pratt company will manufacture a line of poultry and stock feeds. William E. Ashe and H. R. Logan, resident managers of the plant for the Armour Grain Company, will continue as the operating officials of the plant. The Pratt company was established in 1872 in Philadelphia. It also has plants at Toronto, Ont., for the Canadian business and at Hammond, Ind. J. S. Keller of Philadelphia, president of the company; G. A. Shafer, treasurer and W. C. Rodman, secretary, were in Buffalo when the purchase was made. The company's offices will be in the Chamber of Commerce Building.

The Board of Harbor Commissioners at Montreal have denied reports in circulation in the Great Lakes grain trade that storage rates on grain would be increased in an attempt to reduce the congestion at that port. The Harbor Commissioners say they have not considered such a step and say that under the present tariff, export grain is stored free of charge for 10 days and thereafter at one twenty-fifth of a cent a bushel per day or fraction thereafter.

KANSAS CITY

B. S. BROWN - CORRESPONDENT

ONE of the important events in grain circles in Kansas City in September was the hearing before the Interstate Commerce Commission on the proposed 6 cent reduction in flour rates from Minneapolis to eastern points. Following a week's hearing in Minneapolis, Johnston B. Campbell, member of the Interstate Commerce Commission, and W. A. Disque, examiner, came to Kansas City to hear representatives of the Southwest interests. The contention of the grain men and millers in this territory, that a 6 cent reduction added to the 4½ cent disadvantage which the Southwest already has in competition with Minneapolis, would be an unjust discrimination was argued before the commission by C. V. Topping, secretary of the Southwest Millers League, and others speaking for the milling and grain interests. The presentation of exhibits and arguments occupied three days, beginning on September 20. The hearing was held at the Kansas City Athletic Club. More than 60 millers from Nebraska, Oklahoma, Missouri and Kansas came to Kansas City to attend the hearing and testify if necessary. The

hearing was closed however after the testimony of several millers was heard, the others signifying their willingness to concur in the claims of those already heard. Representatives from other cities, also affected by the proposed reduction, appeared at the hearing in Kansas City. Among those were R. B. Craig, transportation commissioner of the Buffalo miller's Transportation Committee; F. S. Keiser, traffic manager of the Duluth Board of Trade; K. L. Burns, vice-president of the Wisconsin Rye Millers Association; K. S. Brown, manager of the transportation department of the Chicago Board of Trade. Others from the Southwest, who testified at the hearing were G. A. Roberts, vice-president of the Southwest Wheat Growers Association, Hugh Smart, of the transportation department of the Missouri Public Service Commission, C. M. Hardenbergh, manager of the Southwestern Milling Company, and John Cain, manager of the Midland Flour Milling Company. It is the belief of grain men in this territory that the rate cut proposed by the Minneapolis & St. Louis Railroad, if granted, would force the millers of the Southwest out of the eastern territory, unless they were willing to operate at a heavy loss, in either event depressing the value of wheat, and lessening the demand for grain. C. W. Lonsdale, president of the Simonds-Shields-Lonsdale Grain Company of this city, and J. J. Hartnett, traffic manager of the Kansas Flour Mills Corporation, also of this city, appeared before the commissioner. Briefs in the case are to be filed by December 1, according to an announcement made by Commissioner Campbell.

J. S. Geisel, formerly president of the J. S. Geisel Grain Company, has been elected vice-president of the Goetzmann-Aylsworth Grain Company of Minneapolis. He has made application to change his representation on the Kansas City Board of Trade from the Joseph S. Geisel Grain Company to the Goetzmann-Aylsworth Grain Company. He will represent the company on the floor, having the management of their Kansas City office. George A. Aylsworth was recently elected to membership on the local board, but will not be active here, having his residence in Minneapolis. Mr. Geisel has been a member of the Kansas City Board of Trade for 10 years. The Joseph S. Geisel Grain Company has been dissolved.

The campaign for raising \$50,000 as Kansas City's quota at the Kansas Seed Wheat Association fund was closed here on October 5 with the quota fully subscribed and paid in. The campaign was under the direction of George W. Catts, agricultural commissioner of the Kansas City Chamber of Commerce, and covered a period of two weeks. The grain men and millers of Kansas City responded generously to the appeal, while wholesalers, motor distributors and manufacturers of Greater Kansas City subscribed a large part of the fund. The fund will provide seed wheat for eight northwestern Kansas counties, which suffered crop failures due to drought. The fund contributions were opened with a \$5,000 subscription made by the Kansas City Board of Trade. Total subscriptions by grain men and millers amounted to \$18,000. L. A. Fuller, president of the Kansas City Board of Trade, headed the committee of grain men which solicited the subscriptions, the other members of the committee being Clarence E. Hardenbergh, first vice-president, and Frank Blodgett, second vice-president of the grain exchange, Charles W. Lonsdale, and Ben C. Moore. A similar pool organized in 1923 brought 170 per cent returns to the subscribers, and it is expected that the returns this year will be equal or more than that. While the average rainfall for the territory benefited by the 1923 pool was 19.16 inches, the eight counties to be supplied with seed by this year's pool have an average rainfall for the past 10 years of 21.49. The fund is being administered by the same organization which handled the 1923 fund, J. C. Mohler, secretary of the State Board of Agriculture of Kansas, being president of the organization. Local committees will administer the money locally, each man being financially interested in the organization, which will insure the careful handling of the money. In order to place the dealing with the farmers on a substantial business basis, contracts are signed by each farmer and the contracts recorded, so that any subsequent claims on the land cannot affect the one-fifth share which goes to the Kansas Seed Wheat Association. The fund is administered by the Association without compensation, and only the actual expense of operating the pool is deducted from the one-fifth interest in the crop to go to the subscribers. The money as actually raised by the various cities is as follows: Kansas City \$50,000, Salina \$25,000, Topeka \$10,000, Atchison \$8,050, Lenora \$1,225, Logan \$1,550, Edmond \$500, Clayton \$500, Hiawatha \$500, Densmore \$500, Phillipsburg \$1,350.

On Monday, September 27, the Kansas City Board of Trade returned to standard time for trading on the floor. The hours now are 9:30 to 1:15.

Walter R. Scott, secretary of the Kansas City Board of Trade, represented the Board at the hearing, held before Examiner Ames of the Interstate Commerce Commission at Wichita, on the complaint

of Wichita interests against the transit privileges at Kansas City on grain from southern Kansas points destined to gulf ports for export, and to Texas, Louisiana, and Arkansas domestic destinations. The Southern Kansas Grain & Products Association is making an effort to have the commission overrule the ruling of the Santa Fe and other railroads permitting grain to be shipped from southern Kansas points to Kansas City, and from there reshipped to the Gulf for export at the same rate that the same grain could be shipped directly from Wichita or other southern Kansas towns. Success in this case would prevent Kansas City from reshipping grain which is stored here. According to Mr. Scott it is reasonable to permit this privilege, because the grain comes naturally to Kansas City and is stored here, while the gulf and other southern destinations are the logical markets. There were two hearings on this question last year, the recent hearing being in the nature of a rehearing. Briefs are due November 28.

J. W. Holloway is the new assistant transportation commissioner of the Kansas City Board of Trade, taking the place of E. H. Tipton, who resigned to become traffic manager of the Larabee Mills. Mr. Holloway came to Kansas City from St. Joseph, where he was traffic manager of the St. Joseph Grain Exchange. Previous to holding this position with the Grain Exchange there, Mr. Holloway was with the Weber Flour Mills at Salina.

When the call was made in Kansas City for aid for the Kansas flood sufferers, the members of the Kansas City Board of Trade responded generously. They pledged more than \$1,000 of the total amount raised in Kansas City.

Arthur S. Walters of the Rocky Mountain Grain Company has applied for membership on the Kansas City Board of Trade on transfer from George W. Higby, former manager of the company's office here, who died several months ago. Mr. Walters has been with the Denver office of the company for the last 12 years, engaged in buying and selling. He has been transferred here to aid Stanley G. Cronin, the new manager of the Kansas City office, arriving on October 1. Mr. Walters will represent the company on the floor, along with Mr. Cronin, who was recently elected to membership.

TOLEDO

S. M. BENDER CORRESPONDENT

THE Northwestern Elevator & Mill Company has moved its offices from the Second National Bank Building to its mill and is also electrifying its power plant there which was recently damaged beyond repair.

The Toledo market is now opening at 10:30 a. m. and closing at 2:15 p. m. Eastern Standard Time to conform to the change of Chicago to Central Standard Time for the winter months. On Saturday, market here will close at 1:00 p. m.

Kenton D. Keilholtz of Southworth & Co. and Charles Kieser of the Kieser Milling Company attended the Dempsey-Tunney fight in Philadelphia during the past month and though they had ringside seats they couldn't escape old Jupiter Pluvius who quickly cooled off the ardor of many a fight fan with his downpour. In spite of this they were glad to be there and hail the new champion whom they regard as pretty smart.

Country as well as terminal market dealers are being urged to attend the Grain Dealers National Association convention to be held in Buffalo, N. Y., October 18-19-20. It will be the thirtieth annual convention of this organization. In these days of swift business methods and transportation it will be well for everyone connected with the grain business to know the newest and best things that have been used and tested successfully in their line. The only way to get them is to be there and hear the other fellow's story. Many times new connections are made at these meetings that prove invaluable and make lasting friends.

Indications now are for a crop of around 138,000,000 bushels of corn for this state which again leads the corn belt states in the preliminary estimate of yields. A considerable percentage of the fields are believed to be beyond the frost damage stage although the wet weather has caused rapid growth and not given corn the proper curing. There may be an unusual amount of soft corn due to the lateness of the crop.

One of the big features of the past month was the New York Central dinner tendered to President Crowley and other high officials of that road. It was ar-

ranged by the Toledo Chamber of Commerce during their stay here for the track meet of all divisions of the New York Central held at Scott Field. Many of the local grain men and millers attended to hear Mr. Crowley tell of the several millions already spent here for improvement of their facilities and contemplated plans for further improvements which Toledoans are in hopes will include a new Union Station. Bert Boardman of the East Side Iron Elevator entertained several of the officials after the dinner.

Millers and grain dealers are being asked by the Ohio Seed Improvement Association to aid the farmer at this time to get in touch with those who have certified seed wheat and if necessary buy the seed and resell to the farmer at a nominal profit if any. This will help to make better wheat for distribution and milling. This association provides for the certification or registration of fields of high yielding varieties. Only fields sown from seed of known origin are eligible for inspection. The main object of the association is to increase crop profits by the use of pure quality seed of different productive varieties.

Shippers in this territory are being urged by the car service division of the American Railway Association to move cars promptly, unload quickly and thus prevent a shortage which may come about if present conditions continue. Freight car loadings have been better than a million cars a week for some time and surplus serviceable freight cars are becoming more scarcer every day.

A campaign to secure Federal aid in the war on the European corn borer throughout the corn belt will be conducted by farm organizations and allied business interests in Ohio, it was decided at a meeting of farmers and county agents, called by Charles V. Truax, state director of agriculture, at the Toledo Chamber of Commerce recently. The American consumer is vitally interested in the extermination of the corn borer farmers insisted as the ultimate cost would fall on the consumer if the corn crop is ruined. Regulations prepared by the state board of agriculture were endorsed by representatives of 15 counties who were there. They call for the destruction of all stalks not made into silage or shredded and fed, by burning or plowing under. Senator W. W. Farnsworth of Ohio was among the speakers and declared that any laws and regulations that may be put into force to help the farmer conquer it will necessarily be of tentative nature and subject to change as the pest is controlled.

The Northwestern Ohio Farmers Grain Dealers were the guests of Bill Pickard, manager of the Hub Grain Company, Bowling Green, Ohio, at their monthly meeting held there, Monday evening, October 4. A. C. Rammicker of the Eastern Grain Corporation, F. E. Lewis of the Lewis Grain Corporation, and A. L. McConnell of the McConnell Grain Company, all of Buffalo, attended the meeting to urge dealers to attend the Grain Dealers National Association convention at Buffalo. Several Toledo dealers and millers attended.

Henry Ostrander, floor representative of Jackson Bros., Chicago grain firm, is a flower and apple fancier and his offerings to the boys on the floor and their stenographers are greatly appreciated.

Ben Hofner, manager of Lamson Bros. & Co.'s private wire on the exchange floor is on the trail of a new "Jo". "Banjo" Ben is always in demand where ever grain men gather and the best is none too good for this talented musician. He may not have the "banjo eyes" the girls like, but he sure can claim a couple of good banjo hands.

The annual exchange outing will be held as usual this year on Columbus Day at the summer home of William E. Savage, president of the Imperial Grain & Milling Company, who is always host to the boys on that date. More about this in the next issue.

Movement of Soft wheat has slowed up some the past month although arrivals are still fairly heavy. Grading has improved greatly during the past two weeks and more dry wheat is now being received. Both local and outside demand has improved after a little slump about the middle of September. Better than half of the past weeks inspections were No. 1 and No. 2 Red. Premiums are steady and with any improvement in the demand should advance. Local mills have been rather slow bidders but are again showing a desire to stock up. Flour buyers have backed away from offerings lately due to the advance in wheat prices. However there are still a few fresh sales being made and plenty of old ones still to be filled. It is reported that flour stocks in second hands are not large only a few of the larger buyers having stocked heavily. There appears to be quite a number who have held off awaiting the Canadian movement to exert some pressure and cause prices to slump. Shipping directions on flour already sold are coming in rapidly and there are no reports of resales. Country dealers report business light but expect more activity with colder weather. The export trade in Soft

wheat has fallen off materially though a few sales of flour have been reported. The output here has been curtailed partially but this is largely due to one mill being under extensive repairs.

* * *

Old corn prices have been influenced by better condition of the new crop and declined sharply. Farmers have been free sellers and the movement should increase. The crop around here needs some curing weather as rains have made the growth very rapid. Oats are grading better and dealers anticipate a larger percentage of both the No. 2 and No. 3 grades. Prices have declined some from the top but there is still a fair cash demand. Lower prices for both corn and oats it is believed will increase consumption and bring the stock farmer a better return. Rye has been rather quiet with export trade very light. Reports from the seaboard indicate that Germany will need rye and should sooner or later take advantage of our low prices. Domestic demand has been fairly good especially for fancy Rosen rye.

* * *

Charles Burge, of the S. W. Flower & Co., entertained several of the local men and seedsmen at his club located at Rockwell Springs near Castalia, Ohio, on Saturday, October 9. Among those attending were Walter Stone of the Churchill Grain & Seed Company; John Luscombe of Southworth & Co.; Fred Jaeger of J. F. Zahm & Co.; George Woodman of Rosenbaum Bros.; Harry Devore of H. W. Devore & Co.; Dick Sheldon of S. W. Flower & Co.; and the host.

* * *

Frank Strock, proprietor of an elevator located at Hudson, Ind., was a visitor on the exchange floor during the past month.

* * *

Toledo's flour stock on October 1, 1926 was 11,515 barrels against 23,762 barrels on September 1, 1926 and 27,540 barrels on October 1, 1925. Flour production for the month of September was 175,000 barrels compared with 219,900 barrels in August and 170,165 barrels in September, 1925.

Receipts of grain for the past month were 792 cars of wheat, 168 cars of corn, 437 cars of oats, 25 cars of rye and 6 cars of barley. Total cars inspected 1,428.

* * *

It has been pointed out that there were 75 days from July 1 to September 25, eliminating Sundays and holidays, and Department of Commerce figures show there were exports of better than 75,000,000 bushels of wheat during that time. This means that exports run better than a million a day and nowhere near that amount has been reported from day to day.

DULUTH

S. J. SCHULTE - CORRESPONDENT

GRAIN men here have been confronted during the last month with the problem of handling a large proportion of damp Spring wheat and Durum coming in from Minnesota and North Dakota carrying all the way from 14.05 to 16, 17 and 18 per cent moisture. It is claimed that it will be found necessary to dry a good proportion of the receipts in order to make the grain safe for storage in the elevators and for shipping. A small percentage of the wheat has sprouted in the shocks, and dealers' records show that a considerable percentage of the grain offered on the tables has run Sample grade. On the whole, severe losses have been sustained by growers over the Northwest through the wet conditions that have prevailed for harvesting, which is thought all the more regrettable when taken in conjunction with the harvesting of a short crop of Spring wheat and Durum owing to dry weather conditions during the critical stage of its growing period.

The records of the Minnesota State Grain Inspection office at Duluth furnish an illustration of the seriousness of the damp grain situation this fall. Beginning with September 21 the tally shows that out of 643 cars inspected 400 were cooked before they were graded. Other days up to October 9 follow, the first figures being the day's total cars and the second the cooked cars: 323 and 235; 418 and 350; 564 and 450; 545 and 400; 463 and 340; 476 and 320; 303 and 220; 382 and 300; 252 and 223; 421 and 370; 240 and 200; 535 and 377; 310 and 250; 348 and 310; 227 and 175; 404 and 305. It has been noted by spot handlers that millers have been showing an inclination lately to back away from Spring wheat and Durum that has been dried out in the elevators, claiming that the grain is toughened and its color affected in the process. Handlers here are not, however, doing any worrying on the score of lack of market for any Spring wheat available as they feel that in view of the short crop and the subsequent pulling down in its grading through bad harvesting conditions all that grain will be wanted later and that some interests

may be depended upon to pay liberal premiums for the better lots.

* * *

H. J. Atwood, senior member of the Atwood Larson Company, has been elected a director of the Duluth Board of Trade, to fill the unexpired term of the late Clarence T. Mears. E. A. Vivian of the Consolidated Elevator Company was a close runner-up in the voting. Mr. Atwood is one of the pioneer operators on this market and his firm is credited with having a wide connection over the Northwest.

* * *

Members of the Executive Committee of the Duluth Board of Trade did not allow the grass to grow under their feet in voicing their opposition to the application of the Minnesota & St. Louis and the Soo Line Railroads to make effective a reduction of 6 cents a hundred pounds in the all-rail freight rate on wheat and flour from the Twin Cities to New York. Gratification was voiced over the decision of the Interstate Commerce Commission to suspend the going into effect of the proposed rate until December 23, and it is hoped that the suspension will be made permanent as a result of arguments voicing discrimination in favor of the Twin Cities, presented at the hearings held at Minneapolis and Kansas City. Charles Macdonald, secretary of the Duluth Board of Trade, and F. S. Kiser, traffic commissioner of the Duluth Chamber of Commerce, attended the hearings and they were pleased at the support given them by the other terminal markets on the ground that the proposed discrimination in favor of Minneapolis would tend to disarrange the whole fabric of grain freight rates and that an endless tinkering with the schedules would be made necessary to remove inequalities.

* * *

Specialists in Durum on this market are being given credit for the way they have stood behind it. Relatively more liberal premiums have been paid here for Durum than elsewhere and as a result routings of that grain to this market have been in better volume lately. Operators have, however, noted with some concern that Winnipeg has become a competitor in the Durum market this season, it being offered in export channels at around 3 cents below the Duluth figure during the last 10 days. It was not so long ago that Minnesota and North Dakota accounted for practically all the production of Durum, but experience has shown that it can be produced to good advantage over the dry districts of the Canadian Northwest.

* * *

Julius H. Barnes, of the Barnes-Ames Company, was a recent visitor on this market. Mr. Barnes' grain trade activities extend over a wide range. He has been making his headquarters at New York during the last six years and he was credited with having been largely instrumental in organizing the New York futures market. His house is also a heavy operator at Winnipeg. Percy H. Ginder is in charge of the Barnes-Ames Company's export operations at Duluth. He admitted that the putting through of foreign trade on this market had been difficult this fall owing to light receipts at around the opening of the new crop year making it impossible to contract for shipments at times when they were wanted by foreigners.

* * *

Though holdings of all grains in Duluth and Superior elevators have mounted up to around 25,000,000 bushels as a result of light lake shipments to the East since September 1, operators expressed themselves as feeling sanguine of their ability to ward off congestion during the late fall marketing period. It has been pointed out that the rated capacity of the elevators here is now 38,000,000 bushels and that boat space has been chartered to move a good tonnage of Spring wheat and Durum out during the last half of October. Commission men on this market, therefore, feel safe in encouraging an active movement of grain from the country to this market between now and the close of lake navigation as they are confident that the shipments can be satisfactorily taken care of.

* * *

The Globe Elevator Company's system of elevators at Duluth is carrying a considerable proportion of the 9,400,000 bushels of oats being held in this market and it is also holding its full allotment of the 4,200,000 bushels of the rye in store. As full carrying charges are running on those grains in store, officials of the elevator company are feeling perfectly satisfied. Some cargoes of the oats that had been carried in store for some time were loaded out for Montreal delivery for export early in the summer and then the trade dried up as a result of cheaper offerings of Canadian oats.

* * *

Joseph F. McCarthy has been elected a member of the Chicago Board of Trade. With memberships on both Duluth and Chicago markets, "Joe" claims to be able to afford the best service possible in the execution of grain trades. He began his career in the grain trade here as manager of F. S. Lewis & Co.'s office on the Duluth market.

* * *

William Grettum, manager of the Red River Grain Company, expressed the opinion that farmers over many districts of western Minnesota and North Dakota would not after all be so badly off this fall in spite of their discouraging experiences in raising and marketing Spring wheat and other small grains. Dry

and hot weather conditions at a critical time of the crops' growth brought about almost entire failure in some districts, and reduced it in others, and then to make matters worse a prolonged rainfall cut down the grading of the farmers' grains in the shocks before it could be threshed. He pointed out, however, that the high premiums being paid farmers for good milling wheat will help them out to some extent and dairying has been a factor in holding them up through affording all-year round sales of butterfat and other products.

* * *

The Capitol Elevator Company effected the sale of a round lot of Durum for prompt shipment to a Georgian Bay port for export during the last week. That company was reported to be endeavoring to create additional reserve space in its house to take care of a new line of shipments from the country.

* * *

The Great Northern Elevator "S" has been given credit for having more Canadian grain in store than any of the other houses at the Head of the Lakes. Some lots of Spring wheat and Durum were loaded out of it recently.

* * *

R. M. White, of the White Grain Company, said that while shipping business on oats and other coarse grains to the East had been slow this fall, district demand for feedstuffs is expanding rapidly as a result of the greater attention being given to dairying and cattle raising in sections that had been depending almost entirely upon mass productions of wheat. Mr. White looks forward to the Northwest making more real progress in mixed farming from now on than has been the rule at any time in the past.

* * *

Just as has been the case in many seasons back, the Barnum Grain Company has been an active buyer of Spring wheat this fall on account of the Washburn Crosby Company and substantial shipments are expected to be made to the East before the close of navigation.

* * *

Jack Schiller, manager of the Occident Elevator Company, asserted his belief that his people will be found to have done their full share of the milling of Spring wheat and Durum trade put through here this fall. He is hopeful that marketings of grain here will be in fair volume later on. He looks for heavy competition between buyers for all the Spring wheat available this season, as millers must have a proportion of the best grades of milling wheat to maintain their flour grades at the standard.

* * *

George Robson received many expressions of condolence for the severe loss he recently sustained in the death of his wife. A few months ago Mr. Robson lost his grain business partner, Walter Turle, by death after a connection that had extended over a period of more than 30 years.

* * *

Frank Pierce, the Bartlett Frazier Co.'s spot grain man on this market, has made the boast that his firm has handled its full proportion of the current receipts so far on this market. Frank has been getting credit for getting about the best premiums going in the daily run of wheat merchandising.

* * *

The rye market has been a slow affair here so far this season. After a moderate spurt early in September, export inquiry shut up and stocks have been accumulating in the elevators, said F. E. Lindahl of the Cargill Elevator Company, in commenting upon the rye situation. "While the market in rye has been slow I look to see it pick up sooner or later as foreigners are likely to need our grain one of these days and it must be remembered that this season's rye crop was far below the average."

MINNEAPOLIS

EDWIN O. WELDE CORRESPONDENT

THE Minneapolis Chamber of Commerce at their annual election October 7, elected Shreve M. Archer, president of the Archer-Daniels-Midland Company, president. Mr. Archer has served as first vice-president of the organization for the past year.

John S. Pillsbury, vice-president of the Pillsbury Flour Mills Company, second vice-president of the chamber, is elevated automatically to the first vice-presidency, under the by-laws of the organization. W. J. Russell of the Gregory-Jennison Company, grain merchants, was elected second vice-president for the ensuing year. All candidates were unopposed at the election, the members approving a slate prepared by the Nominating Committee of the Chamber.

Five members of the Board of Directors, elected unanimously were: George P. Case of Johnson, Case & Hanson, Inc.; Charles T. Stevenson, grain dealer; H. G. Dickey, Monarch Elevator Company; P. B. Getchell, Getchell-Tanton Company, and W. C. Helm of the Russell-Miller Milling Company. Two members

elected to the Board of Arbitration were C. E. Lock-
erby and J. H. Staddon. E. L. Doherty and M. W.
Smith were named on the Board of Appeals.

Starting October 18, under terms of a tariff set up
by three Northwest railroads, as a compromise pro-
posed before the state railroad and warehouse com-
mission, every car of grain held up at Minnesota
sampling points for sampling will pay a charge of \$4,
or three-tenths of a cent a bushel. The three rail-
roads announcing the charge are the Great Northern,
Northern Pacific and the Soo Line. Sampling points
are maintained at Glenwood, Thief River Falls,
Staples, Willmar, Cass Lake and Sandstone.

Agreement on the \$4 charge is expected to end a
controversy as to sampling which threatened to force
abandonment of the practice by which samples of
grain in every car were obtained at outlying points
and sent into Minneapolis and Duluth for testing.
The samples are the basis of competitive bidding for
grain between the two markets based on milling qual-
ities.

The Sterling Elevator Company has awarded a gen-
eral contract to the Fegles Construction Company,
Minneapolis, for the construction of an addition to
its grain elevator at Thirty-seventh Street and Hia-
watha Avenue, to cost approximately \$80,000. The
company's elevator now has 16 steel tanks with a
capacity of 800,000 bushels and the addition of 10
concrete tanks will increase the capacity by 700,000
bushels. R. E. Tearse is president of the company.

The Victoria Elevator Company of Minneapolis has
awarded the general contract for the erection of two
concrete grain tanks, each 100 feet high by 36 feet
in diameter at Twenty-third Avenue, N. E., and Grand
Street. The Victoria Elevator has a capacity of 500,-
000 bushels and the addition of the two concrete tanks
will increase the capacity by 150,000 bushels.

Louis Dreyfus of Louis Dreyfus & Co., Paris, one of
the world's largest grain importing firms, with
branches in India, Australia and Argentina, as well
as New York City, visited the Minneapolis Chamber
of Commerce recently. He commented on the speed
with which grain marketing news and quotations were
transmitted to other American markets, and expressed
interest in the fact that business transactions in grain
were carried on at points as far away as New York
within 30 minutes.

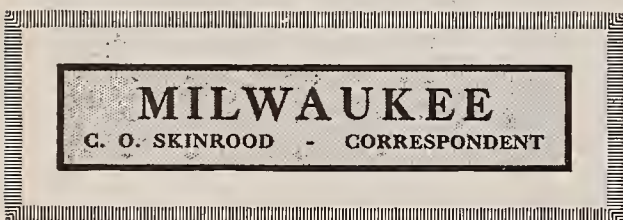
Alfred G. Chambers, formerly a member of the
Chamber of Commerce Board of Appeals, died on
September 27 at the age of 76. He resigned from the
state railroad and warehouse commission, January 1.

More than 25,000,000 bushels of southwest wheat
has been diverted to Minneapolis from competing
markets, during the last three months, as a result
of the reduction of 3 cents per hundredweight, insti-
tuted in July by railways linking Minneapolis with
Missouri river crossings. The figure is based on un-
official estimates obtained from traffic departments of
the six roads participating in the reduction.

Captain Henry L. Getchell, head of doormen at the
Chamber of Commerce since June 1, 1922, died Sep-
tember 25 after a week's illness. Captain Getchell,
prior to June 1, 1922, had been a member of the Min-
neapolis police force for 37 years.

A membership in the Chamber of Commerce be-
longing to E. A. Everett of Everett, Aughenbaugh &
Co., has been transferred to V. G. Pickett and a mem-
bership belonging to R. J. Huseby, formerly coarse
grain buyer for the Pillsbury Flour Mills Company,
has been transferred to C. C. Cook.

C. C. Fields, manager of the Winnipeg office of the
Norris Grain Company, Ltd., was a recent Minneapolis
visitor.



MILWAUKEE grain men have been much agi-
tated in the last few days over the project of
building a city elevator on Jones Island. A
special committee was named to look into the propo-
sition and see how the grain men felt about the
project. After long and careful study of the plan,
the committee could not get together and agree on
the indorsement of the plan. Committee members
opposed to the proposed municipal elevator filed a
statement and statistical data contending that pres-
ent grain storage facilities are more than ample.
Those who favored the project declared that such
an elevator would increase the grain business here
and best of all would provide more marine tonnage
for outbound vessels.

One of the big difficulties in the Milwaukee har-

bor is that tonnage is lacking for outgoing ships. For
this reason the coal rate is higher to Milwaukee than
to Duluth. At Duluth the coal carrying boats can
always be sure of a grain cargo to haul out. The city
in general wants to have more lake traffic here, other-
wise the elaborate harbor now being built here will
not have much excuse for existence.

W. A. Hottensen, president of the Chamber of
Commerce, says that the directors of the exchange
will have to take up the plan as soon as the special
committee is through with it. He believes that the
board will bring in a majority and a minority report
which will go to the city harbor commission. On this
basis the Harbor Commission, seeking the opinion of
grain men, will be no wiser than it was before. The
harbor board wants to know how the grain dealers
and the elevator operators feel about this proposition
before they put it over.

The special committee which has had the difficult
job of passing on the enterprise is composed of H. H.
Peterson, chairman, H. M. Stratton, J. J. Crandall,
Christian Kurth, T. M. Corcoran and Secretary Harry
A. Plumb. Mr. Peterson declared that the receivers
of grain are largely for the city elevator as they
believe that this big structure should attract a great
deal more grain to this market. They admit that the
elevator operators of present facilities would natu-
rally be opposed to the building but they maintain
that this should cut no figure. They argue that with
more facilities, there will soon be more buyers of
grain, more spirited bidding and higher prices and
this is believed to be exactly the condition which
will help promote the Milwaukee market.

There will be plenty of applicants for the lease
of the city elevator if it is built. Reports are cur-
rent that the Cargill Grain Company is eager to
get more facilities in Milwaukee. This company bid
for Elevator "E," but failed to make the deal as
the Armour Grain Company was given the contract.
It is also reported that other large elevator oper-
ators of Milwaukee would bid on a new city elevator.
The capacity of the new structure would be 3,000,000
bushels according to the preliminary plans of the
city Harbor Commission. But the harbor board has
remained discreetly in the background while the grain
men were trying to decide what should be their offi-
cial attitude toward the project. One argument
brought forward in favor of the city elevator was
that Milwaukee's elevator capacity has been reduced
about 4,000,000 bushels in the last 10 years with only
1,500,000 of replacements, so that there is a net de-
ficit of 2,500,000 bushels in the elevator facilities of
the city.

The Milwaukee grain trade is a little more en-
couraging for the month of September, although the
results even yet are not good enough to create any
super-optimists. Gains in receipts in some spots
are still much too small to suit dealers, although a
gain of any kind is welcome variety in this field.

The rate of interest for the month of October has
been fixed by the Finance Committee of the Cham-
ber of Commerce at 6 per cent. This is the old
rate outstanding the fact that leading bankers re-
port the money rate tendency decidedly firmer. If
the tendency continues for several weeks more, an
advance in the rate would not be surprising.

A late report from the weather bureau indicates
that the damage to corn in this state from frost may
run from 35 to 50 per cent. Much soft corn is in
prospect. This report also shows that the late grain
which was in shocks when the big rains came was
about a two-thirds loss. Rain after rain came so
close together that the grain never dried out.

Filling of silos has also been badly delayed by
the wet weather for several weeks.

Fall plowing and seeding have made very slow pro-
gress because of the adverse weather, mostly char-
acterized by the excessive moisture.

Destructive results from insects attacking grain
are evident from a claim filed with the Milwaukee
Chamber of Commerce. A carload of finely ground
barley was shipped out of Milwaukee in a sound con-
dition. The grain had passed through powerful pul-
verizers which would kill all but the most minute
eggs, it was believed. The eastern buyer of the car
has now submitted a sample of the barley alive with
weevils. These insects it was pointed out by experts,
here are annually causing huge losses. Grain which
does not show the slightest sign of infection can be
ground and weeks later the weevil will hatch out in
the sacks if the shipment is placed in storage where
the temperature is warm.

Very few boats carry out grain by lake and in
some cases for several days there has been no out-
bound tonnage in grain. This has caused the piling
up of supplies in the local elevators. The supply of
grain as reported at the opening of the month was
no less than 1,278,000 bushels of wheat. This is an
unusual storage supply of this grain as this point
is not a large center for the marketing of wheat. The
corn supply is exceedingly light in line with the

small marketing with only 102,000 bushels reported.
The oats supply is very heavy as was expected due
to the heavy marketing now prevalent, with 1,919,000
bushels reported in round numbers. The barley sup-
ply is also exceptionally small with approximately
200,000 bushels on hand. The rye holdings on the
other hand are high with grain being stacked up.
The total is in excess of 427,000 bushels. The aggre-
gate of grain supplies in storage is 3,927,000 bushels
with wheat and oats, accounting for more than 3,000,-
000 bushels of the total, and rye also making a show-
ing near the half million bushel mark. Only barley
and corn holdings are negligible.

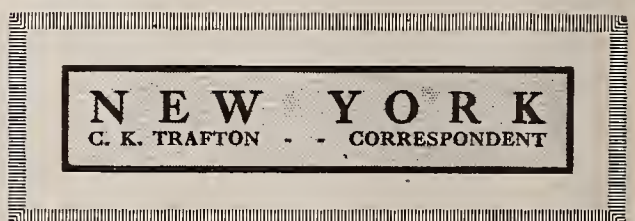
There has been a sudden and striking increase in
the Milwaukee stocks of flour with more than 30,000
barrels on hand at the opening of the month against
only 8,000 barrels reported one month ago. A year
ago the same date the supply was reported at 16,000
barrels, two years ago the aggregate was 54,000 bar-
rels, three years ago the report showed 25,000 barrels
and four years ago the report showed over 123,000
barrels. These figures indicate that the present hold-
ings of 30,000 barrels are not so unusual for the
October 1 date. Heavy October holdings of flour have
occurred quite frequently in the last 10 years.

Secretary Harry A. Plumb accompanied J. L. Bow-
lus, traffic manager of the Milwaukee Chamber of
Commerce, to the Kansas City hearing on the Min-
neapolis and St. Louis 6-cent rate reduction on grain
products. So important is the case to the local grain
men that it was deemed wise to send not only Mr.
Bowlus but Mr. Plumb also. The latter attended both
the Minneapolis and the Kansas City hearings. The
Milwaukee evidence in the case as submitted was
based on the contention that to allow this grain re-
duction, with other carriers refusing to lower their
rates correspondingly, would throw Milwaukee out
of line with Minneapolis and practically wreck the
grain dealing and shipping of this terminal.

Among the new members of the Milwaukee Cham-
ber are Duane L. Norby of the Cargill Grain Com-
pany of Milwaukee, and John G. Dill of Wabasha,
Minnesota.

Mr. and Mrs. Julius E. Velser have just celebrated
their golden wedding anniversary. Both were among
the pioneers who settled on the south side of Mil-
waukee. For 40 years Mr. Velser was a member of
the Chamber of Commerce, being for a time as-
sociated with the well known Charles Ray, one of the
bankers and grain men who were operating several
years ago.

Reports received here from Kaukauna state that
the Cargill Grain Company of Green Bay and other
cities, has purchased an elevator and six storage tanks
located in Kaukauna, Wis. The sale price was \$36,-
000. This plant was once owned by the Wisconsin
Malt & Grain Company and then sold to the Riss-
man Wrecking Company of Chicago. This adds an-
other to the long string of Cargill elevators lo-
cated in various towns in Wisconsin and Michigan, as
well as other states.



ROBERT PETTYKO, who was connected with the
Board of Trade commission house of Faroll Bros.
for about 12 years, and since 1924 has served as
manager of their grain department on the New York
Produce Exchange, severed that connection last
month. He is now engaged in the grain brokerage
business in the New York pit on his own account
and his many old and new friends wish him all pos-
sible success in his new venture.

Clarence S. Betts, for many years a well known
member of the grain, hay and feed trade, will here-
after act as representative on the New York Pro-
duce Exchange for Armstrong & Long, wholesale and
retail dealers in hay, straw, grain, flour, feeds, etc.,
of Brooklyn.

E. S. Rosenbaum of The Rosenbaum Grain Corpor-
ation of Chicago, who is a member of the New
York Produce Exchange, has requested the officers
that he be listed as a representative of Dean, Onatvia
& Co., commission merchants, on all the leading ex-
changes.

Keeping pace with the recent growing tendency to
glorify athletic femininity, the members of the New
York Produce Exchange acted as hosts last month to
Mrs. Clemington Corson, who won world-wide fame
as the first mother to swim the English Channel.
Upon arriving at the Exchange, Mrs. Corson was re-
ceived by President B. H. Wunder and a special com-

mittee, who escorted her around the floor and pointed out the most interesting features connected with trading in commodities of all kinds. An unusually large number of members was present to take part in the reception and the great swimmer was enthusiastically cheered. The officers presented her with a loving cup and a handsome bouquet, and numerous photographs were taken for publication in the newspapers.

* * *

John A. Kemp, according to a notice posted on the bulletin boards of the New York Produce Exchange, has resigned as secretary and treasurer of The Grain Union, Inc.

* * *

Alfred T. Martin, for many years active and popular in grain circles on the New York Produce Exchange, but now prominently connected with the big Board of Trade commission house of Bartlett Frazier Co., spent a few hours last month with his old friends on 'Change. He sailed shortly afterwards on the *S. S. Rotterdam*, intending to spend six or eight weeks visiting The Hague and other continental points of interest.

* * *

Jan F. Vietor, formerly connected with the Continental Grain Company, well known grain exporters in this market, will hereafter act as representative on the floor of the New York Produce Exchange of Colvin & Co., commission merchants on the Chicago Board of Trade.

* * *

Moses Cohen, manager on the New York Produce Exchange for the Canada Atlantic Grain Company, aroused considerable interest on the floor last month by displaying a sample of western Canadian wheat which was badly sprouted because of the extremely wet weather prevailing at that time.

* * *

The market for tickets of membership in the Produce Exchange has been quiet during the past month. The last sales of a regular ticket at this writing was at \$3,400. It is now said that additional tickets are available at \$3,300, while there seems to be little sign of buying interest at over \$3,000. The last sale of an associate membership was at \$2,700 and \$2,500 is now the best bid.

* * *

The following were recent visitors on the New York Produce Exchange: L. B. Seavey, associated with Jackson Bros. & Co., commission merchants, Chicago Board of Trade; J. M. R. Glaser, manager of the feed mill of Rosenbaum Bros., Chicago; Ralph H. Evans, associated with J. S. Bache & Co., commission merchants in stocks and grain on the Chicago Board of Trade and other exchanges; James C. Murray, vice-president of the Quaker Oats Company; Fred Thatcher of the Updike Grain Company, Chicago; C. E. Carlstrand, Chicago; A. Eiser, Chicago; Louis J. Weitzman, well known Chicago flour jobber; Fred Uhlmann, president of the Uhlmann Grain Company, exporters and commission merchants who spent his vacation at Atlantic City and other big resorts.

* * *

New members on the New York Produce Exchange are: Harry C. Rice of the Dakota, Great Eastern & Superior Elevator Corporation; R. Siedenbueg, Jr., of Rhd. Siedenbueg & Co., brokers; John J. Moeller of Eisemann & Co., Inc., grain exporters; Joseph A. Michel of J. A. Michel & Co., commission merchants; Cornelius A. Whiteneck, commission; William W. Power, stocks and bonds.



THE EXCESSIVE rainfall during the month of September has caused serious damage to the corn crop in many parts of the state, especially the lowlands, and is preventing the farmers from preparing the wheat ground. In many sections the farmers say that unless a period of dry weather comes in the next two or three weeks, little if any wheat will be sown due to the fact that it is impossible to prepare the ground under prevailing conditions.

* * *

A warning of the danger of the European corn borer to the Middle West agriculture was sounded during the past week by G. I. Christie, director of the Purdue Agricultural Experiment Station, following his return from the international corn borer conference held in Detroit which was preceded by a tour of infested areas in Ohio, Michigan, Indiana and Ontario, Canada. Emphasizing how devastating is the invasion of the borer, Dr. Christie mentioned land in Ontario which had yielded 100 bushels to the acre from which farmers are now lucky to harvest 20 bushels, and that, "an Indiana farmer on good corn land would hardly take time to gather in the sort of crops coming on the heels of the borer invasion." The borer is south of Fort Wayne, Ind., and may spread to the corn belt

through the Wabash and Ohio Rivers, said Dr. Christie. Upon investigation as many as 70 borers were found in one stalk of corn, and others had as many as 150 in a single stalk and ear. It is multiplying at the same rate in Ohio as in Ontario, and it has spread so rapidly in Michigan that it is now only a county and a half from the shores of Lake Michigan, across which it might easily spread into northwestern Indiana and Illinois. On October 8 there will be a meeting of the international committee of which Dr. Christie is a member, and that time, ways and means of combating the dangerous pest will be discussed.

* * *

On October 11, Elevator "B" will unload the first grain since remodeling into the new elevator. The concrete oats house is not quite completed, which will work in connection with the bleacher. Mr. Sheppard hopes to be able to have the elevator in good order and running condition before the inclement weather sets in. Mr. Larrymore, the genial road representative of the Cleveland Grain & Milling Company, has been on the sick list for the past week. Fred E. Watkins, secretary and treasurer of the Cleveland Grain & Milling Company, spent several days in Indianapolis looking over the progress of the new Elevator "B".

* * *

The Indianapolis Grain & Hay Club recently gave one of their famous chicken dinners which was held at the Lebanon Country Club, in fact according to Bert Boyd was a modern feast of Belshazzar, even to being wet, as the afternoon festivities were interrupted by a downpour of rain, and many of the participants in the golf and tennis games were drenched. Eddie Sheppard says that the mosquitoes were far too numerous to be comfortable; however, there are no reports as to any of the chicken being left behind.

* * *

With some continued good weather Bert Boyd predicts a very good corn crop in spite of the excess rainy weather. Corn is in fair demand with limited arrivals, and there are no indications of a heavy movement very soon. Oats are in good demand and the movement is very light, some of the poorer grades are bringing an exceptionally good price. There is a good demand for Soft Red milling wheat with light arrivals.

* * *

The weather has been ideal for pastures which resemble June pastures; something unusual for this time of the year. This condition has demoralized the concentrated feed business, and will save considerable corn. At this period of the year most farmers are cutting corn for their live stock, but with the excellent condition of pastures, which in many places are knee deep in Alsike and Red Clover, little corn is being fed. Hay is moving very slow and the demand even from the southern markets is poor.

* * *

Elevator "D" formerly operated and owned by the American Hominy Company has recently been leased by the Bingham Grain Company. The house is built of concrete and has a capacity of 175,000 bushels. In connection with this new storage space the Bingham Grain Company is operating the Indiana Elevator, located on the Pennsylvania Railroad in the southern part of the city. According to information from the offices of the company Elevator "D" will be used as storage, and Indiana Elevator for active business.

* * *

H. H. Bingham will attend the National Grain Dealers' convention to be held in Buffalo, N. Y., October 18-20.

* * *

Horace E. Kinney has recently disposed of his interests in the Kinney Grain Company with offices in the Board of Trade Building, and will devote his time to his farm and elevators with desk room only at the offices of the Kinney Grain Company.

GRAIN NEWS FROM BOSTON

By L. C. BREED

THE Burnham Company, Inc., Holyoke, Mass. has been incorporated with a capital stock of \$50,000. The company will engage in the sale of hay, grain and masons' supplies. The incorporators are Fred G. Burnham, Cyrus G. Burnham and Jacob Ogan, all of Holyoke.

* * *

While the differentials in rates, which it is hoped will be done away with in the near future, has been a handicap to Boston in the movement of grain to Europe; the harbor facilities of this port, in a measure offset it by their superior advantages. The *Steamship Seattle Spirit* is loading a cargo of 144,000 bushels of wheat for Hamburg.

* * *

Seed dealers report a good inquiry for grass seed, with a seasonable demand for winter rye, buckwheat and winter wheat.

* * *

In grain there is a good demand for oats, a fair demand for corn with an excellent sale for rejected wheat and other poultry supplies.

* * *

The feed market is draggy, owing to good pasturage restricting inquiry. Wheat feeds are held fairly firm

owing to curtailment of output by dull flour trade. Offerings are made chiefly by jobbers, and for future shipment a slight premium is asked by the mills. Canadian offerings of bran are light with no offerings of middlings. Some cotton seed crushers are operating and the movement of the new crop is near at hand. Gluten feed and hominy feed are ruling dull.

* * *

Notwithstanding the reports of a short hay crop, receipts have been quite large with a moderate demand. Receipts of hay for the month of September, 341 cars. Straw 12 cars.

* * *

As tabulated by the Boston Grain and Flour Exchange, the receipts of grain at Boston for the month of September were as follows: Wheat, 106,875 bushels; oats, 116,700 bushels; rye, 5,150 bushels; malt, 3,625 bushels; mill feed, 108 tons; oatmeal, 6,696 cases; oatmeal, 230 sacks.

* * *

Stocks of grain at Boston in regular elevators as of September 27 were as follows: Wheat, 19,043 bushels; oats, 48,240 bushels; rye, 1,957 bushels.

* * *

Among the visitors to the Exchange during the month of September, outside of New England, were the following: W. H. Barnes, Decatur, Ill.; A. M. Cooke, Syracuse, N. Y.; L. A. Dellinger, Bloomville, Ohio; Chas. H. Garrison, Detroit, Mich.; M. A. Smith, Philadelphia, Pa.; E. C. Clare, Montreal, Canada; Julius K. Gottschalk, Crefeld, Germany; H. Sutherland, Duluth, Minn.; Joseph W. Maskek, Minneapolis, Minn.; E. O. Griffenhagen, Chicago, Ill.; Leon Blankfield, Kingston, N. Y.; S. K. Schaffer, Omaha, Neb.; L. A. Kennel, Toledo, Ohio; A. F. Schell, Lancaster, Pa.; Warren E. Rouse, Geneva, N. Y.; John H. Carlson, Minneapolis, Minn.; H. D. Yoder, Topeka, Kan.

* * *

Henry Jennings, who for many years has been handling grain, died at the hospital in Cambridge, October 1. His home was in Cambridge, but he had been taken to the hospital to undergo an operation. He had an office in the Exchange Building and was one of its oldest members, his age being 69 years. Many of the members attended his funeral.

NEW SOUTH DAKOTA ELEVATOR FINDS BUSINESS GOOD

Persons who are addicted to compiling statistics for the purpose of drawing more or less intricate theories, and who generally arrive at pessimistic conclusions, have had much to say regarding agriculture—as well as the grain trade—in North and South Dakota. But while this has been going on, there are some practical men who have been quietly accomplishing things, and who have been reaping respectable profits while professional gloom purveyors have been doing the wailing.

Among those who have been doing something worth while in the grain business of the Northwest is W. F. Nolan, proprietor and manager of Nolan's Elevator, at Buffalo Gap, S. D. This plant is located on private ground on the main street of the town, and it adjoins the Chicago & Northwestern Railroad's tracks. Mr. Nolan also operates a house in Fairburn, S. D.

The elevator has 10,000 bushels' capacity, and is of cribbed construction. The storage is divided among nine bins. The building stands 60 feet in height and measures 24 feet in length by 24 feet in width.

As a prime mover the house has a Fairbanks Type "Z" six-horsepower engine. For weighing, a Fairbanks Tension Scale is used. The elevator has Strong-Scott equipment, all bins are of hopper bottoms, and the layout and machinery are thoroughly modern in all respects.

Among the chief grains handled by Nolan's Elevator are wheat, corn, oats, rye, barley and speltz. Sidelines are also included as important items in the business and these include coal, flour, feed and seeds. So far, the seed line has proven one of the most profitable.

The owner, W. F. Nolan, has been engaged in track buying of grain in the same territory for a number of years. He has operated at Smithwick, Oral, Fairburn and Hermosa, S. D., prior to undertaking the present elevator's management at Buffalo Gap, S. D. He says, "We are raising more grain every year; the country is changing from a stock country to a farming country, and the future looks good for the grain business. We have just completed this small elevator here this summer, which is very neat and quite modern. We have well built

THE AMERICAN ELEVATOR AND GRAIN TRADE

Forty-Fifth Year

coal-sheds and all of the buildings are painted white.

"We also have a warehouse at Fairburn, S. D. Business is very good. We handle a lot of Alfalfa seed. I would like to have a right good partner, with a few thousand to invest, a young man who would like to grow with the country. The possibilities here are great for a man who is willing to work."

FAVORS POOLING OF POOLS

William M. Jardine, Secretary of Agriculture, is leaning strongly toward the development of the grain pool idea in his program of improving the commercial position of farmers through co-operation. He would have the intermediate credit banks authorized to make loans to a central pool agency, which would in turn apportion funds among the different agricultural pools according to their needs. In this way the co-operatives would be financed to pay for a reserved volume of products which could be marketed slowly, thus stabilizing prices, while permitting the individual producer to realize cash when needed.

"It won't be necessary for farmers to control the entire output in any commodity in order to wield a powerful influence," Mr. Jardine declares, "but co-operation will not get the wheat grower very far if 5,000 or 10,000 co-operatives try to operate independently of each other. They must organize a central sales agency if they expect to have any influence on the market and provide themselves with bargaining power."

"The Federal Government," Mr. Jardine says, "would lend money at 4 per cent to a central co-operative agency. This agency would lend the money to pools in various parts of the country at 6 per cent, and the 2 per cent profit would be put into a sinking fund for overhead expenses and emergency purposes."

"The central agency, managed by competent leaders, would study domestic and world demand, and would supply information and management for its organization, just as the central office of any large corporation does for its branches."

"Pools would be around commodities. By purchasing a sufficient amount of the total production of any commodity each year the co-operative association would be able to stabilize prices, cause a steady flow of any commodity to the best markets, and check dumping."

"A wheat co-operative with a central sales agency located at one of our great terminal centers, that had in its possession 100,000,000 to 200,000,000 bushels wheat, would be powerful influence in stabilizing prices, in avoiding gluts and in getting back to the farmers the maximum amount of money."

It is pointed out that an agricultural pool financed by the Government through loans is not fundamentally different from the McNary-Haugen plan, outside of the compulsion feature of the latter. The Government would hold the bag in either case, which is probably what caused Representative Tinchin to say in supporting the \$100,000,000 loan idea, after repudiating the McNary-Haugen plan, that he was willing to risk the loss of \$100,000,000 of public money just to show the farmers how solicitous the public was of their welfare. The new proposal of Federally operated riverside elevators, is a farm relief plan much more acceptable in many quarters than the plan outlined by the Secretary of Agriculture as presented above.

RECEIPTS AND SHIPMENTS

Following are receipts and shipments of grain, etc., at the leading terminal markets in the United States for September:

BALTIMORE—Reported by Jas. B. Hessong, secretary of the Chamber of Commerce:

	Receipts	Shipments
	1926	1925
Wheat, bus..	2,258,806	897,686
Corn, bus...	57,534	26,865
Oats, bus...	145,181	87,809
Barley, bus..	525	345,535
Rye, bus....	96,374	9,448
Malt, bus....	6,696	4,534
Millfeed, tons	1,193	1,304
Straw, tons..	17	100
Hay, tons....	1,098	899
Flour, bbls..	168,962	92,641

CHICAGO—Reported by J. J. Fones, secretary of the Board of Trade:

	Receipts	Shipments
	1926	1925
Wheat, bus..	3,832,000	2,853,000
Corn, bus....	3,866,000	5,887,000
Oats, bus....	5,518,000	3,073,000
Barley, bus..	1,095,000	1,166,000
Rye, bus....	285,000	319,000
Timothy Seed, lbs.	7,981,000	7,599,000
Clover Seed, lbs.	1,107,000	393,000
Other Grass Seed, lbs.	2,581,000	3,903,000
Flax Seed, bus.	197,000	208,000
Hay, tons....	9,578	16,068
Flour, bbls..	1,123,000	1,089,000

CINCINNATI—Reported by J. A. Hallam, Chief Inspector of the Grain and Hay Exchange:

	Receipts	Shipments
	1926	1925
Wheat, bus..	550,200	424,200
Shelled Corn, bus.	400,400	368,200
Oats, bus....	376,000	278,000
Barley, bus..	2,800	9,800
Rye, bus....	15,400	49,000
Ear Corn, bus.	14,000	16,000
Grain Sorghum, bus.	1,400	4,200
Feed, tons..	1,590	1,710
Hay, tons....	5,951	4,785

DENVER—Reported by H. G. Mundhenk, secretary of the Grain Exchange:

	Receipts	Shipments
	1926	1925
Wheat, bus..	1,626,000	1,012,500
Corn, bus....	142,600	291,400
Oats, bus....	46,000	172,000
Barley, bus..	43,500	71,400
Rye, bus....	22,500	16,500
Hay, tons....	920	440
Beans, c. l. .	.....	166

DULUTH—Reported by Chas. F. MacDonald, secretary of the Board of Trade:

	Receipts	Shipments
	1926	1925
Wheat, bus..	12,377,594	22,899,794
Corn, bus....	5,889	40,908
Oats, bus....	847,474	8,531,419
Barley, bus..	2,684,511	7,195,857
Rye, bus....	2,529,628	3,586,058
Flax Seed, bus.	609,517	2,408,989
Flour, bbls..	854,185	707,230

PORT WILLIAM, ONT.—Reported by E. A. Ursell, statistician of the Board of Grain Commissioners for Canada:

	Receipts	Shipments
	1926	1925
Wheat, bus..	32,797,457	45,688,426
Corn, bus....	1,145	1,864
Oats, bus....	555,000	2,370,007
Barley, bus..	6,056,360	9,972,883
Rye, bus....	1,537,688	1,477,549
Flax Seed, bus.	28,056	134,258

INDIANAPOLIS—Reported by Wm. H. Howard, secretary of the Board of Trade:

	Receipts	Shipments
	1926	1925
Wheat, bus..	427,000	294,000
Corn, bus....	1,096,000	893,000
Oats, bus....	598,000	742,000
Rye, bus....	18,000	14,000

KANSAS CITY—Reported by W. R. Scott, secretary of the Board of Trade:

	Receipts	Shipments
	1926	1925
Wheat, bus..	6,505,800	4,585,950
Corn, bus....	844,500	696,000
Oats, bus....	464,000	1,876,800
Barley, bus..	16,000	57,000
Rye, bus....	118,500	47,300
Bran, tons..	8,500	3,740
Kaffir Corn, bus.	136,400	68,200
Hay, tons...	25,896	21,364
Flour, bbls..	88,075	72,475

LOS ANGELES—Reported by M. D. Thiebaud, secretary of the Grain Exchange:

	Receipts	Shipments
	1926	1925
Wheat, carloads ..	168	220
Corn, carloads ..	182	167
Oats, carloads ..	54	76
Barley, carloads ..	156	145
Rye, carloads ..	6	1
Milo, carloads ..	6	14
Kaffir Corn, carloads ..	6	4
Bran, carloads ..	121	143
Flour, carloads ..	139	174

MINNEAPOLIS—Reported by G. W. Maschke, statistician of the Chamber of Commerce:

	Receipts	Shipments
	1926	1925
Wheat, bus..	14,889,860	20,649,250
Corn, bus....	1,267,640	267,660
Oats, bus....	2,816,720	6,399,760
Barley, bus..	2,084,730	5,230,710
Rye, bus....	653,730	2,311,940
Flax Seed, bus.	1,538,600	3,330,670
Hay, tons....	2,071	1,344
Flour, bbls..	26,417	77,893

MONTREAL—Reported by J. Stanley Cook, secretary of the Board of Trade:

	Receipts	Shipments
	1926	1925
Wheat, bus..	13,276,705	11,709,602
Corn, bus....	45,686	183,175
Oats, bus....	741,755	6,152,756
Barley, bus..	2,356,272	5,558,257
Rye, bus....	456,196	1,003,748
Flax Seed, bus.	130,404	145,258
Hay, bales ..	38,845	115,936
Flour, bbls..	373,076	356,337

MILWAUKEE—Reported by H. A. Plumb, secretary of the Chamber of Commerce:

	Receipts	Shipments
	1926	1925
Wheat, bus..	539,000	456,400
Corn, bus....	377,400	487,930
Oats, bus....	1,572,480	1,426,230
Barley, bus..	750,320	1,051,380
Rye, bus....	113,200	60,845
Timothy Seed, lbs.	360,000	1,946,560
Clover Seed, lbs.	560,837	339,825
Flax Seed, bus.	165,880	61,190
Hay, tons...	601	1,476
Flour, bbls..	210,000	257,450

NEW YORK CITY—Reported by H. Heinzer, statistician of the Produce Exchange:

	Receipts	Shipments
	1926	1925
Wheat, bus..	7,106,400	5,559,000
Corn, bus....	162,000	373,000
Oats, bus....	634,000	1,948,000
Barley, bus..	644,700	1,729,100
Rye, bus....	117,000	296,000
Timothy Seed, bags	.....	.....
Clover Seed, bags	.....	120
Flax Seed, bus.	397,500	.....
Hay, tons....	3,781	6,499
Flour, bbls..	941,356	1,048,091

NEW ORLEANS—Reported by S. P. Fears, Chf. Gr. Insptr. & Weightmaster of the Board of Trade, Ltd.:

	Receipts	Shipments
	1926	1925
Wheat, bus..	509	24
Corn, bus....	186	345
Oats, bus....	57	57
Barley, bus..	2	5
Rye, bus....	8	2
Barge Receipts Sept. 1926:	.....	.....
Wheat, bus....	1,158,653	.....
Corn, bus....	.....	55,018

OMAHA—Reported by F. P. Manchester, secretary of the Omaha Grain Exchange:

	Receipts	Shipments
	1926	1925
Wheat, bus..	2,384,200	1,975,400
Corn, bus....	1,306,200	868,000
Oats, bus....	640,000	1,872,000
Barley, bus..	68,600	92,800
Rye, bus....	116,200	77,000

PEORIA—Reported by John R. Lofgren, secretary of the Board of Trade:

	Receipts	Shipments
	1926	1925
Wheat, bus..	137,400	285,600
Corn, bus....	2,070,350	1,587,300
Oats, bus....	448,200	637,200
Barley, bus..	163,000	135,000
Rye, bus....	1,200	9,000
Mill Feed, tons	23,500	27,420
Hay, tons....	4,040	3,770
Flour, bbls..	268,300	173,100

PHILADELPHIA—Reported by A. B. Clemmer, secretary of the Commercial Exchange:

	Receipts	Shipments
	1926	1925
Wheat, bus..	1,037,217	1,228,923
Corn, bus....	24,611	26,781
Oats, bus....	111,203	647,806
Barley, bus..	1,387	15,940
Rye, bus....	16,914	1,048
Flour, bbls..	186,535	189,369

ST. LOUIS—Reported by Charles Rippin, secretary of the Merchants Exchange:

	Receipts	Shipments
	1926	1925
Wheat, bus..	3,512,600	2,102,800
Corn, bus....	1,706,600	1,313,200
Oats, bus....	1,466,000	1,986,000
Rye, bus....	37,700	97,500
Barley, bus..	176,000	232,000
Kaffir Corn, bus.	34,800	51,600
Hay, tons....	5,784	7,560
Flour, bbls..	530,810	488,430

SAN FRANCISCO—Reported by J. J. Sullivan, chief inspector of the Chamber of Commerce:

	Receipts	Shipments
	1926	1925
Wheat, tons..	4,490	7,134
Corn, tons...	2,680	2,346
Oats, tons...	1,146	1,365
Barley, tons..	31,283	33,807
Bran, tons...	287	467
Beans, sacks..	30,673	30,221
Foreign beans, sacks	6,931	2,238
Hay, tons....	3,643	5,352

SUPERIOR—Reported by E. W. Feidler, chairman of the Grain and Warehouse Commission:

	Receipts	Shipments
	1926	1925
Wheat, bus..	5,407,374	11,103,312
Corn, bus....	10,193	40,830
Oats, bus....	592,068	2,537,988
Barley, bus..	2,372,616	6,084,354
Rye, bus....	1,252,195	2,205,460
Flax Seed, bus.	320,978	892,965
Bonded Wheat, bus.	314,319	455,950
Bonded Oats, bus.	15,970	13,648
Bonded rye, bus.	30,796	70,145
Bonded Barley, bus.	108,683	312,568

TOLEDO—Reported by A. Gassaway, secretary of the Produce Exchange:

	Receipts	Shipments
	1926	1925
Wheat, bus..	1,115,305	914,640
Corn, bus....	210,000	118,750
Oats, bus....	895,850	1,163,350
Barley, bus..	7,200	3,600
Rye, bus....	30,000	12,000
Timothy Seed, bus.	5,727	1,585
Clover Seed, bus.	1,156	873
Hay, tons....	204	184

THE GRAIN MARKET SITUATION

By G. A. COLLIER
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Unfavorable weather in the Spring wheat belt of the United States and Canada during the latter half of September and the first half of October, caused considerable uncertainty as to the outturn of the crop and was a strengthening influence in the wheat market. Marketing was delayed and receipts at the principal markets both in the United States and Canada showed a large percentage of damp grain. Marketing in the principal European countries was also delayed by unfavorable weather with the result that world prices as reflected at Liverpool advanced about $\frac{3}{4}$ cent per bushel.

The Spring wheat markets both in the United States and Canada held firm with December prices at Minneapolis at practically the same level as at the corresponding time last year. Winnipeg prices, however, were reflecting the smaller crop and December prices at this writing (October 12) are 11 cents higher than last year. Hard and Soft Winter wheat markets have also been holding firm, but with Hard Winter wheat upon an export basis prices are relatively lower than Spring wheat prices and about 6 cents lower than last year for the December future quotations.

The approach of the new corn crop has caused a decline of about 5-6 cents in corn prices since the middle of September. Light offerings of good quality oats and barley held the market firm for these grains and prices have tended upward.

The wheat crop this year, as reported from all the principal countries of the Northern Hemisphere with the exception of Russia and China, is practically the same as last year. Reports from 30 countries, including the United States, which last year produced 98.9 per cent of the Northern Hemisphere crop, have produced 2,947,900,000 bushels of wheat this year, an increase of one-half of one per cent over last year's production of 2,933,300,000 bushels in these same countries. The distribution of this crop among the various countries differs materially from last year, however, and has resulted in a change in the relation of prices prevailing in these countries. The European wheat crop is approximately 150,000,000 bushels smaller than last year. The Canadian crop, according to the September estimate, is about 12,000,000 bushels smaller than last year. Unfavorable weather, however, in that country since the first of September has caused some deterioration in the quality of the crop, and, it is believed by the trade, has also reduced the crop 30,000,000 or 40,000,000 bushels below the September 1 estimate. The shorter crops in Europe and Canada, however, have been more than offset by the increase in the United States crop, which, according to the October 1 estimate of the United States Department of Agriculture, will total approximately 840,000,000 bushels this year. About 213,000,000 bushels of this is Spring wheat, including Durum, and 626,000,000 bushels is Winter wheat. The Spring wheat crop is about 58,000,000 bushels smaller than last year, and of the total Spring wheat crop it is estimated that in Minnesota, the Dakotas and Montana approximately 48,000,000 bushels is Durum wheat. This compares with 66,500,000 bushels in these states last year. The Winter wheat crop in the United States is 230,000,000 bushels larger than last year's crop and about 77,000,000 bushels larger than the five-year average.

With the smaller crops in other countries the United States will be called upon to supply a larger amount of wheat than usual until the Southern Hemisphere crop comes onto the market about the first of the year. It is estimated that the United States will have between 200,000,000 and 225,000,000 bushels available for export, of which about 85,000,000 bushels had gone out by the first of October. This compares with about 35,000,000 bushels for the same period last year.

The demand for wheat has continued fairly active although mills have not been as active buyers as earlier in the season when they were laying in supplies of the high protein Hard Winter wheat. Export demand has also been somewhat restricted

by higher ocean freight rates brought about by the coal strike in England. Market movement has continued fairly heavy and stocks have accumulated rather rapidly in the principal markets, totaling October 9, according to reports to the United States Department of Agriculture 82,402,000 bushels.

Premiums for cash wheat have held fairly steady although premiums for protein have not been as large as last year. Thirteen per cent protein Hard Winter was selling October 9 at Kansas City at $7\frac{1}{2}$ -8 cents over the December price. In the Spring wheat markets moisture has been a more important factor than protein and the range in quotations has widened. Thirteen per cent protein was selling at Minneapolis on October 9 at 5-11 cents over the December price. The market for Durum wheat has remained very firm with choice milling qualities scarce. No. 1 Amber sold at the close of the week ending October 9 at Minneapolis at \$1.32-\$1.47 per bushel.

While there are a number of factors which may change the market situation, the outlook at the present time is for a steady demand for United States wheat. The movement of the Canadian crop has been slow as a result of rains and cold weather and unless navigation stays open longer than usual a relatively smaller amount of Canadian wheat will be available this fall, which will make it necessary for Europe to draw more wheat from the United States. It is estimated by the trade that about 1,000,000 bushels daily will have to be drawn from North America by European markets until new wheat is offered from the Southern Hemisphere. Argentina has a larger surplus of old wheat than at this time last year but considerable of this is reported to be unfit for milling purposes and will have to be held and mixed with the higher grade wheat from a new crop. The acreage sown to wheat in Argentina for the 1927 crop is smaller than last year but reports indicate that the crop is doing well. Very little more wheat will be available from Australia until the new crop comes onto the market about the first of the year.

RYE CROP MUCH BELOW LAST YEAR

Another strong factor in the world's wheat market is the short crop of rye this year. The European crop in 20 of the principal countries is about 136,000,000 bushels, or 15 per cent, smaller than last year. The United States crop according to the October 1 estimate, will total slightly less than 42,000,000 bushels, which is about 6,500,000 bushels smaller than last year's small crop and nearly 27,000,000 bushels smaller than the five-year average. There is not likely to be a large export demand for United States rye but there has been an active milling demand for the offerings of rye which have been of sufficiently high quality for milling purposes. A large percentage of the receipts at the principal markets have been damp and have sold at rather wide discounts as there has not been a large demand for the low grade grain.

CORN CROP MOSTLY SAFE

The frost damage to this year's corn crop covered a small area and was less severe than in either 1924 or 1917 when the corn crop in the corn belt was severely damaged by killing frost. Only about 7 per cent of the crop in Nebraska and 14 per cent in Iowa had failed to reach the hard dough stage at the time of the killing frosts of September 23 and 24. About 20 per cent of the crop in South Dakota, 45 per cent in North Dakota and from 30 to 40 per cent in Michigan, Minnesota and Wisconsin was reported as immature when frost occurred.

The damage from frost and losses to yield from the excessive wet weather in the Central States were largely offset by favorable weather during the first three weeks of September and by the lateness of frost in the Eastern States. Crop prospects, therefore, were changed but little during September and at the first of October the crop was estimated by the Department at approximately 2,680,000,000 bushels. This is about 225,000,000 bushels smaller than last year's crop and nearly 170,000,000 bushels below the five-year average. The quality of the crop, however, has suffered somewhat from the wet weather and the uncertainty as to the amount

of damage has been a strengthening factor in the market.

Supplies of old corn are still large and marketings during the past month have been fairly heavy. However, total receipts at the principal markets to the first of October were only 8,000,000 bushels larger from last year's large crop than the receipts for the corresponding time from the previous year's small crop. Demand has been about sufficient to absorb the current offerings and stocks in the markets have held around 18,000,000 bushels during the past two months. There is not much change in prospects as to the demand for corn and prices during the past few weeks have been tending toward a new crop basis. It is noticeable, however, that future prices are higher than at this time last year and that May corn at Chicago is quoted about 5 cents per bushel higher than at the middle of October 1925. This apparently reflects the smaller crop, the possibility of a large percentage being of low quality and prospects of some increase in the demand later in the season if farmers increase their hog crop as intended.

The oats crop was estimated October 1 at 1,282,000,000 bushels. This is an increase over the September 1 estimate but the crop is still about 230,000,000 bushels smaller than last year and the quality is about 10 points below the 10-year average owing to extensive field damage to a considerable portion of the crop as a result of the recent wet weather. The poor quality has been reflected in the current receipts, of which a large percentage have been damp and otherwise weather damaged. The scarcity of high grade offerings has advanced prices 2-3 cents per bushel during the past month, and at this writing the oats market appears to be in a firmer position than at any time during the previous year.

The barley crop is estimated at 196,762,000 bushels, or 20,735,000 bushels below the 1925 crop. This decrease in this feed grain, however, has been offset by an increase of about 29,000,000 bushels in the grain sorghums crop, which was estimated October 1 at 100,848,000 bushels. The principal increase in grain sorghum production was in Oklahoma and Texas.

The flax crop did not change materially during September and the October 1 condition indicated a crop of 19,492,000 bushels.

A BILLION DOLLAR HARVEST

Returns to Canadian farmers on their 1926 field crops will put more than \$1,000,000,000 into circulation in the Dominion this winter, according to estimates of agricultural experts based on crop reports to the Federal Bureau of Statistics. The five principal grain crops, wheat, oats, barley, rye, and flax figured on the basis of estimated production and current prices for delivery, will produce a revenue of \$800,000,000. Corn, mixed grains, potatoes, and root and fodder crops, the experts say, will return \$250,000,000.

Wheat yield this year is placed at 399,008,000 bushels by the Dominion Bureau of Statistics, which will be worth well over \$400,000,000 to the growers. Practically the entire wheat crop of Canada is produced in the prairie provinces of Manitoba, Saskatchewan, and Alberta.

Favorable effect of the crop situation on business conditions, it is pointed out, will be apparent when the wheat crop begins to move to overseas markets. With the largest exportable wheat surplus in the world, Canada has become the leading wheat shipping nation. More than 200,000,000 bushels of wheat a year are being exported by the Dominion to other nations of the world.

A MOVE to give delivery horses three weeks' summer vacation without stopping their oats has been started in Berlin. This may do very well in Germany, but American horses, owing to motor competition, are not sure enough of their jobs to strike for privileges.—*Chicago Daily News*.

GUY M. Habecker of the Stony Brook Seed Company of York, Pa., has declared himself bankrupt with assets of \$4,904 and liabilities of \$6,411.

HAY, STRAW AND FEED

JAY CHAPIN RECEIVES APPOINTMENT

Following the death of Dr. W. P. Cutler as secretary of the Associated Corn Products Manufacturers at Chicago, Ill., that important post was left vacant. The announcement has recently been made of the appointment of Jay Chapin to this position. Mr. Chapin is well known in feed circles and was formerly associated with Chapin & Co., mixed feed manufacturers of Chicago.

NEW HAY ASSOCIATION APPOINTMENT

W. H. Payne of Independence, Kan., who was appointed not long ago to serve on the Statistics Committee of the National Hay Association, found it impossible to fill this position, and resigned. J. C. Pederson of Omaha, Neb., has been appointed to fill this vacancy.

The newly elected Committee on Trade Questions of this association consists of: W. I. Biles, chairman; D. S. Mullally and E. D. Clopton.

A HAY PUZZLE

A contemporary with a puzzle department injects a little excitement into the dull existence of one placid, stolid haystack, by offering the following:

Two men start at opposite sides of a hay stack. The first man runs completely around the stack in 40 seconds; the second man runs completely around the stack in 30 seconds. They both run in the same direction. How many times must the second man run around the stack before he overtakes the first man?

It was first reported that the man in the lead was a farmer, and that the man endeavoring to overtake him was a dealer wishing to buy the hay, but this rumor was later proved to be without foundation.

NEW YORKERS USE ARGENTINE BRAN

Bran from Argentina is now being mixed with the concentrate feed being sold as a sideline from many eastern elevators. Reports that bran and middlings are being imported from Argentina have been confirmed by B. F. Schwartz of B. F. Schwartz & Co., Inc., large millfeed and grain operators on the New York market.

While the prices appear attractive on the basis of coast points, the bran cannot be moved very far into the interior with any rate advantage.

In commenting on the possibility of heavier imports from Argentina, Mr. Schwartz said:

"We have been importing some Argentine bran and middlings, and while this feed figures to a low basis on New York docks, the price is actually in line with American bran by the time it is delivered back into the interior and freight charges added. We have sold a small lot of this feed to Philadelphia."

The company does not anticipate any large imports of Argentine feed, because its sale must be confined to a radius of 30 or 40 miles from the coast. Beyond this distance, freight rates put the price entirely out of line with domestic prices. The present tariff on millfeed is 7½ per cent advalorem. Prior to the change made early in 1924, the tariff rate was 15 per cent advalorem.

ACID PHOSPHATE NEEDED FOR ALFALFA

Two hay dealers who recently visited the Yuma reclamation project near Bard, Calif., were impressed with the results obtained by the United States Department of Agriculture in their investigations to determine the causes of the apparent decline in yield of Alfalfa hay during the last few years. Simple fertilizer experiments indicated that where Alfalfa was making unsatisfactory growth on

the Yuma project, acid phosphate could be used to very good advantage. Furthermore, preliminary tests indicate that seed production may be materially increased through application of acid phosphate.

The farmers have tried acid phosphate on their own fields with such satisfactory results in practically all cases that the demand for the fertilizer has increased each year. Approximately 250 tons of 16 per cent acid phosphate was sold to the project farmers in 1924. This is equivalent to 250 pounds per acre on 2,000 acres.

All the tests showed a marked improvement in the growth of Alfalfa from applications of acid phosphate. There seemed to be little preference between 16 per cent and 44 per cent acid phosphate, providing equivalent quantities of phosphoric acid were applied.

NEW FEDERAL HAY INSPECTOR AT NORFOLK

The United States Department of Agriculture announces that M. W. Crenshaw has been licensed as a Federal hay inspector under a co-operative agreement between the Department of Agriculture and the Port Commission of Norfolk. Mr. Crenshaw will be stationed at the Port Commission Elevator

yet the weight of the horses did not fall off, in fact many gained, and the percentage of sick horses decreased.

Numerous reports of similar savings in feeding dairy cattle come from dairy farms in Canada, where the process was first introduced and from an Indiana farm run by one Charles Weidler.

Mr. Weidler says: "At the time of the installation, we were feeding 2400 pounds of good Alfalfa hay per day. We at once put the whole herd on the new ration, feeding 800 pounds of the same hay and 800 pounds of leached-out corn fodder daily, decreased the grain ration 20 per cent and with the same care as given before, the milk yield from the same cows increased 15 per cent as the average for the next 30 days. The good results, however, were not confined to the increased production, but the herd showed remarkable physical improvement in glossier coats and greater animation. We are convinced that this feed process solves the problem of furnishing succulent food the year round at the least economic outlay and with the smallest degree of depletion of the cow's health and vitality during heavy lactation."

The process involves the fermentation, for a period of about 48 hours, of the dry matter to be fed. During the fermentation, the temperature of



NEW FEED PROCESSING APPARATUS

and will be available for making inspections of hay at points in Norfolk and vicinity upon application. Mr. Crenshaw succeeds C. L. Shiley as Federal hay inspector at Norfolk. Mr. Shiley was recently appointed as Federal hay inspector at Cincinnati, Ohio, by the United States Department of Agriculture.

CLAIM NEW FEED PROCESS CUTS FEEDER'S BILL IN HALF

(A feed processing treatment is here outlined, which is rather complicated, but which nevertheless, is being urged on farmers in several central states. The following description is given as news, and carries no implied endorsement.)

A method of treating hay and roughage, which was developed during the World War for the purpose of reducing the amount of feed required on ships transporting horses, has been perfected and is reported to be giving satisfactory results in cutting feed costs for all kinds of farm stock, particularly dairy cattle.

Judging by the reports made on this new process by developers of the process, it is destined to revolutionize methods of feeding. As an example of the reduction it makes in feeding costs, the Wieland Dairy Company, Chicago, is cited. That concern states that their regular ration was 23 pounds of oats and 21 pounds of hay daily per horse, before starting with "Sugar Jack." This was reduced to nine pounds oats and 12 pounds of processed hay,

the feed rises to 140 degrees Fahrenheit or higher, and it is said that considerable sugar is formed, from which fact comes the name "Sugar Jack". The fermentation stops short of the alcohol and acid stages which occur in a silo, leaving a feed which is sweet, warm, and with a moisture content of 60 per cent, and which all farm animals eat with a relish and choose, it is claimed, in preference to any other feed which may be placed before them.

The equipment used in preparing the dry matter and in carrying on the fermentation is quite well shown in the accompanying illustration shown above. The hay, fodder, etc., is run through an ensilage cutter, then thoroughly wetted almost to the saturation point with about one and one-half times its weight of water in which is mixed a small amount of "converter" or yeast, and is then delivered into a vertical wooden cylinder like a miniature silo, except it is open at the lower end, which is about three feet from the floor. While in use, this cylinder is kept filled from the top which is on a level with the hayloft, and the feed is taken out at the lower end which is on the stable floor. It might be described as a round, tight, vertical hay-chute which is kept filled with moistened hay which passes slowly through the chute, under its own weight, fermenting to the sugar stage during the two days it takes to travel from top to bottom.

In the installation shown here, the two cylinders, one marked "H", were built outside the building and enclosed with frame addition. The hay, fodder,

etc., passes through the cutter "A", is blown through pipe "B" into the "cyclone" arrester, "C", from which it drops into elevator "F". The water, in which is mixed the "converter", is pumped into tank "D" and flows through pipe "E" into the hopper of the elevator. After being wet, the hay is carried up the elevator and discharged into a metal chute, "G", from which it slides into cylinder.

ILLEGAL CHARGES ON HAY

An award of reparation has been recommended by Examiner F. D. Binkley, of the Interstate Commerce Commission, in the case of the C. F. Arnold & Co. vs. the Southern Railway, on a proposed finding that charges on a carload of hay shipped November 6, 1922, from Manhattan, Kan., to Birmingham, Ala., and reconsigned to Jasper, Ala., were illegal. Charges for inspection, demurrage and reconsignment were not assailed. The freight charges were based on a combination rate of 83.5 cents. The examiner said the Commission should find that the applicable combination rate was 64.5 cents and that complainants were entitled to a refund of \$46.74, with interest.

TWO SCHOOLS FOR HAY INSPECTORS

The United States Department of Agriculture has announced two schools for training Federal hay inspectors to be held this fall. One is to be held at the Kansas City hay laboratory beginning Monday, October 11, and the other at the Washington, D. C., laboratory beginning Monday, November 1. Each school will last for a period of three weeks and will cover the usual course of training given by the Department to those who desire to be licensed as Federal hay inspectors. Anyone interested in the inspection of hay is welcome to attend these schools. Those desiring to attend should communicate with the Bureau of Agricultural Economics, Washington, D. C., or the Hay Standardization Laboratory, 1513 Genesee St., Kansas City, Mo.

GRAIN GRINDING URGED

In a recent rural bulletin sent to farmers throughout the country, the United States Department of Agriculture puts its stamp of approval on the grain grinding service such as is furnished at country elevators today from coast to coast. Oats should be rolled or ground for very young horses, says the bulletin, but may be fed to the mature animals, either whole or ground. In order to prevent ravenous feeders from choking it is advisable to place a little chopped Clover hay, wheat bran or a few whole corn cobs in the feed box with the oats. While oats may form the entire grain ration for horses the substitution of two or three pounds of wheat bran will improve the daily ration, provided it does not produce a too laxative effect.

Corn is more generally grown than oats in many horse-producing sections and for this reason and because it is usually more economical to feed, it is often given preference over oats. Because of the high carbohydrate content more energy per pound is derived from corn than from any other grain suitable for horse feed. Since corn is somewhat low in protein it is well to supplement it with a leguminous hay. The combination of corn and Alfalfa hay as a ration for horses is growing in favor. Equal parts by weight of these feeds very nearly make a balanced ration. In the absence of legumes a good concentrate ration is needed.

WESTERN DEALERS SOLVE CREDIT PROBLEMS

I. J. Sbrømmes, secretary of the California Hay, Grain and Feed Dealers Association, reports that dealers in the Golden State are making progress in solving credit problems in the trade. The state association, through local meetings, is bringing this issue to a head. The hay dealers in Los Angeles have organized an efficient credit bureau of their own which covers a large district. In the past three months their outstanding over-due accounts have been decreased over 40 per cent.

In most communities the dealers work through established credit bureaus. Pyramiding of accounts as well as individual over-extensions of credits are

being solved. Several methods are being used. Every dealer is urged to join his nearest credit bureau and special services built up between such agencies. All dealers work through one central mercantile agency already established, and monthly preparation of key lists on consumers in a trade area, are being tried out.

The trade is experimenting with cash discounts, with definite credit terms as to time limits, uniform credit application blanks, and dealer interchange of credit information. Credits are no longer an individual problem with the rapid influx of new people into the dairy and poultry industries. Speculative financing through credits has become prevalent with unfavorable reactions to the trade and to the producers. The circle of bad debts is being slowly eliminated which will help stabilize production and distribution. Besides these practical means, the state association is actively engaged in strengthening credit control through suitable legislation.

HAY MEN CO-OPERATE IN HORSE PARADES

At the International Hay and Grain Show to be held in Chicago, Ill., this fall, there will be an exhibition of some of the finest work horse stock on the continent. A parade of the entries will be staged on several evenings during the exposition.

A work horse parade was successfully promoted in Rochester, N. Y., a short time ago.

The Horse Association of America, through its assistant-secretary, Walter R. Stone, initiated and made the plans. Cash prizes at \$75 were paid to the drivers of each class, the classes being No. 1, four horse hitches over 6,000 pounds; No. 2, teams over 3,000 pounds; No. 3, teams under 3,000 pounds; No. 4, singles over 1,500 pounds, and No. 5, singles under 1,500 pounds. From the winners of these five classes the champion was selected, which in this case was the team winning in the second class.

On the day of the parade the entries assembled at 9:00 o'clock a. m. and then were judged by three disinterested judges on the basis of horses 60 per cent; wagons 25 per cent and harness 15 per cent. The parade started promptly at noon and was led through the major part of the city to the horse show where the winners were led through the paddock.

The success of last year's parade has evidently made it an annual event and this year's entries exceeded those of last year's. There has been a noticeable increase in Rochester, it is said, in the appearance of horse drawn vehicles. "Without doubt," says the *Hay Trade Journal*, "the parade has been a medium of stimulating a lot of interest both by the owners of horses and by the public at large. This is one of the best mediums of presenting the horse question to all concerned and if other cities and smaller towns were to institute a work horse parade it would be not only very interesting but most beneficial."

THE OTHER SIDE OF THE HAY STORY

The fact that all feed and roughage has a value, and that this value is usually considerably more than that of the fuel and oil required to produce the amount of power the feed and roughage would produce if fed to horses, is too often overlooked. Many farmers, however, realize that they can dispose of such feed and roughage in other ways for cash, buy fuel and oil for their tractor, and put a substantial amount of cash in their pockets at the same time. It will be to the advantage of the others to awake to this fact.

Some men may say that there is no market for this grain and roughage—perhaps there is no market for it as grain and roughage, but there is always a market for it in the form of cattle, hogs, sheep and poultry, and anything which can be fed to work horses can be fed to these other animals with less effort and with greater profit than when fed to horses. Horses pay the lowest returns on the feed and care given them of any of the farm animals—leading farmers everywhere are aware of this fact, which accounts for their buying so many tractors, disposing of so many horses, and discontinuing the breeding of horses, while increasing the breeding

of all of the more profitable animals on the farm.

Oil is a much cheaper fuel than corn, oats, straw, or fodder. Corn at 15 cents per bushel begins to compete with high-priced coal as a fuel, and oil is only slightly above coal. Furthermore, a tractor engine converts kerosene into power much more efficiently than a horse converts feed, so actually it is always cheaper to sell crops in some form or other and buy kerosene for fuel, than it is to feed work horses.—*Tractor Farming*.

MILLFEEDS INACTIVE AT KANSAS CITY

By B. S. BROWN

Business in millfeeds has been slow and mills have had some difficulty in keeping their output sold. Were it not for the fact that earlier sales have put millers in a favorable position there would no doubt be some price cutting to prevent accumulations. So far buyers have paid well for what they have bought and offerings are held now at firm prices. Country dealers expect a spurt in feed trade as soon as pastures begin to fade. So far rains have kept them in excellent condition. Some mills are storing in preference to taking low prices and this will have a strengthening effect market-wise. Feeding operations are certain to increase soon and when it does stocks should disappear rapidly.

Hay has been rather dull with the exception of clear Clover and mixtures which have shown a good advance. The scarcity of Clover hay is responsible for this and at present it is about \$2 over Timothy. Pastures are very good as yet and this curtailed the demand which will appear soon. The southern trade should be good as they have a shortage down there. Prices are firm and dealers inclined to wait for buyers to make the first move.

HAY INSPECTORS, U. S. ARMY

Hay dealers will no doubt find the following list of officers of the Veterinary Corps, United States Army, with their stations, of value at some time:

Arizona, Fort Huachuca, 2d Lt. E. W. Young.
California, Presidio of Monterey, (until November 1926), Capt. Harold E. Egan.
Canal Zone, Quarry Heights, Capt. C. E. Cook; Fort Davis, Capt. Horace E. Eakins.
District of Washington, Washington, care of Surgeon General, Capt. Louis L. Shook.
Hawaii, Schofield Barracks, Capt. C. M. Cowherd.
Illinois, Chicago, 1819 West Pershing Road, (after November 15, 1926), Capt. A. D. Martin; (until December 22, 1926), Capt. M. Sierveld, Jr.
Iowa, Fort Des Moines, Capt. K. E. Buffin.
Kansas, Fort Leavenworth, Capt. F. C. Sager.
Maryland, Fort Hoyle, Capt. F. H. Woodruff.
Minnesota, Fort Snelling, Capt. P. H. Hudgins.
Missouri, Kansas City, 410 Scarita Arcade, Capt. J. A. McCallum.
New York, Brooklyn, NYGID, (until November 15, 1926), Capt. A. D. Martin; Plattsburg Barracks; Capt. H. M. Savage; West Point, Capt. J. K. McConneghy.
Ohio, Columbus, Ohio State University, Capt. Earl F. Long.
Oklahoma, Fort Sill, Capt. G. J. Rie.
Pennsylvania, Carlisle Barracks, Major H. S. Williams, Capt. Irby R. Pollard.
Phillipine Islands, Camp Stotsenberg, (after December 22, 1926), Capt. M. Sierveld, Jr.; Manila, (after October 29, 1926); Capt. Harold E. Egan.
Texas, Camp Marfa, Capt. J. D. Derrick; Fort McIntosh, Capt. G. B. Jones; Fort Sam Houston, Capt. W. R. Wolfe, Capt. J. W. Worthington, Second Lt. L. R. Bower, Second Lt. H. R. Leighton; Fort Brown, Capt. Thos. A. Breen.
Vermont, Fort Ethan Allen, Capt. James E. Noonan.
Virginia, Fort Monroe, Capt. F. C. Hershberger.
Wyoming, Fort D. A. Russell, Second Lt. H. M. Cox.

NEW YORK FEEDS GENERALLY HIGHER

By C. K. TRAFTON

During the greater part of the month a firmer tone prevailed in the local market for feeds, mainly reflecting the generally higher range of grain prices as a result of less satisfactory crop prospects owing to unfavorable weather in many sections. On the advance, trade became less active, which was not astonishing as the majority of buyers still had feeds coming to them on old orders. The wet weather over wide areas resulted in material improvement

in pastures and hence ultimate consumers were showing less interest. This created some unsettlement among traders and in their anxiety to make sales they began to shade prices and latterly mills have also been more disposed to make concessions. This latter was also partly traceable to more favorable weather and the resultant reactionary tendency in grain prices. In spite of the slight reductions, however, spring bran is now quoted at \$29.60 compared with \$29.25 a month ago, while middlings are \$30.75, compared with \$30.25. White hominy is firmer at \$36.60, compared with \$30.25 a month ago as offerings have been scarce. This was partly traceable to a much better demand for corn flour for export and also to the fact that corn millers permitted their grain supplies to run down, being afraid to stock up freely at the high prices previously ruling. On the other hand, yellow hominy is easier, being quoted at \$35 against \$35.50 a month ago. Another weak item was cottonseed meal, reflecting the drop in cotton prices to the lowest levels seen in about five years. Hence 36 per cent meal can be bought at \$32.25 for October-November-December shipments, or about \$4 lower than a month ago. Linseed oil meal, 34 per cent, is about unchanged at \$49.30. Northwestern mills have not been able to compete on the wheat feeds as their local markets have been too high to permit of shipments eastward. During the month there were additional arrivals from Argentina of 11,280 bags of middlings and 11,280 bags of bran.

FAIR TRADE IN NEW YORK HAY MARKET

By C. K. TRAFTON

Trading in hay was of fair volume in the local market during the month under review, a somewhat better demand being stimulated by a general downward revision of prices. Primarily this was traceable to an increase in the arrivals early in the month. This was especially true of small or medium-sized bales of Timothy hay which comprised the larger proportion of the receipts and which were often difficult to move. With buyers mainly interested in large bales a difference of \$1 per ton was established, No. 1 in large bales selling at \$26@27 and the small bales at \$25@26. Low grades were also moving fairly well at slightly lower prices, being generally quoted at \$21@23. Latterly the tone has become steadier as receipts have fallen off and there has been enough demand to prevent any noteworthy accumulation, although at times there is still an over-supply of medium bales at certain points. As suggested in previous reviews, the average quality of the arrivals has been better and with a decreasing proportion of low grades a further narrowing of the difference between top and bottom qualities is looked for. According to experienced and conservative merchants the outlook is favorable for steady prices in the near future. Owing to recent rainy weather and the fact that many farmers have been busy with fall farm work, they have not been disposed to sell freely and have generally held their prices too high to interest buyers. This has been true not only of nearby and mid-western farmers, but of Canadian farmers as well, although the latter, it is feared in some quarters, may again become more eager to sell as soon as the weather becomes more settled and they are not so busy. This likelihood of a renewal of large arrivals is naturally tending to make buyers more cautious and doubtless will serve to prevent any noteworthy advance in prices.

NEW FEED BRANDS

"STEER" cottonseed meal and cottonseed hulls. Texarkana Cotton Oil Company, Texarkana, Ark. Filed October 3, 1925. Serial No. 221-216. Published September 14, 1926.

"CALFALFA" stock feed. Dr. J. W. Woods Balance Ration Company, Walla Walla, Wash. Filed July 20, 1926. Serial No. 234,807. Published September 21, 1926.

"FENO" pig and calf meal composed of the following ingredients: Cocoa meal, coconut meal, soy bean meal, cottonseed meal, oil meal, flour, peas, calcium carbonate, powdered buttermilk and salt.

Fred W. Simpson, doing business as Western State Farmers Exchange, Chicago, Ill. Filed July 19, 1926. Serial No. 234,748. Published September 21, 1926.

"FERNCLIFF" feeds and feedstuffs for horses, mules, dairy cattle, poultry and swine. Ferncliffe Feed & Grain Company, Louisville, Ky. Filed July 10, 1926. Serial No. 234,389. Published September 28, 1926.

"MILKELO" dairy feed consisting of composition of ground up feedstuff for cattle. Scott Bros.



Grain Company, Fort Worth, Texas. Filed May 3, 1926. Serial No. 231,068. Published September 28, 1926.

"KO-VITA" foods for chickens, fowls, turkeys, ducks and other birds and animals. Scott & Bowne, Bloomfield, N. J. Filed November 21, 1925. Serial No. 223,664. Published September 28, 1926.

Not Subject to Opposition

"SPERRY CALF MEAL" stock feed. Sperry Flour Company, San Francisco, Calif. Filed June 3, 1926. Serial No. 232,701. Published and registered September 7, 1926.

"SUPER SOLID" poultry, hog and cattle foods made primarily of milk. The Lactein Company, San Francisco, Calif. Filed June 24, 1926. Serial No. 233,690. Published and registered October 5, 1926.

Trademarks Registered

217,666. Wheat flour, Graham flour, whole wheat flour, cracked wheat flour, hotcake flour, self-rising buckwheat flour, rye flour, rolled oats, rapid cooking oats, wheat flakes, farina, cornmeal, steel cut oatmeal and rye meal and stock feeds and poultry feeds. Kerr Gifford & Co., Inc., Portland, Ore. Filed November 19, 1925. Serial No. 223,519. Published June 22, 1926. Registered September 7, 1926.

218,952. Mixed stock feeds, wheat flour, cereals, etc. Winter-Loeb Grocery Company, Montgomery, Ala. Filed April 13, 1926. Serial No. 230,149. Published July 13, 1926. Registered October 5, 1926.

FEDERAL BARGE LINE RUNS AT PROFIT

The Mississippi-Warrior barge service will show a net profit for 1926 of \$347,632, according to the figures submitted to the United States War Department. The barges are operated by the Inland Waterway Corporation, the agency now proposed to operate the Federal riverside elevator project. The estimates of the corporation's executives are based on the actual operating experience of the first eight months of the year, and include absorption of \$1,492,729 in depreciation charges. Both the Mississippi and Warrior branches of the service showed a profit. Over 200,000 more tons of grain and other merchandise will have been moved by December 31 this year than was carried in 1925.

GRAIN CONGRESS IN DIJON

The grain congress just held at Dijon, France, furnishes some information regarding cereal crops and the supplies of various grains in that district as reported by Hugh H. Watson, American consul, at Lyons. Attention naturally turned toward wheat, for the wheat supply presents one of the greatest problems which France has to face today. It was particularly noticeable that at Dijon, which is but a short distance from the largest of French wheat growing regions, attention turned particularly

toward foreign wheat. Local growers appear to be holding their grain with the result that transactions were registered in North American wheat and in wheat from the Danube rather than in that of France. Little of this grain from the Cote-d'Or was offered. The crop is short of the average, the weight per bushel averaging 58 pounds.

Reports concerning other crops were variable. The oat crop is considerably better than the wheat, but rye which is a grain much needed because of its use as a wheat substitute, is very short. The barley crop is good but that of corn is below the average.

HAMBURG AS RICE CENTER

Hamburg is the center of Germany's international rice trade, and during the post war period, has succeeded not only in regaining its pre-war volume of business, but even in exceeding it, according to a report from E. Talbot Smith, American consul at Hamburg. Because of its free harbor facilities, its inland water connections via the Elbe through Germany to Czechoslovakia, its steamship connections with the Baltic and its excellent rail connections, Hamburg is peculiarly well equipped to take an active part in the rice trade. Of the six rice mills in all Germany, four of them are located in this city. The other two mills are in Bremen but are owned by Hamburg firms. Bremen is the second largest port, though the amount of its business is considerably smaller. Rotterdam and Amsterdam are also ports of entry for rice destined for Germany, though to a much smaller extent than Hamburg or Bremen.

American rice occupies a negligible position in the Hamburg rice markets, chiefly because of its cost. During the year ended June 30, 1926, only 872 tons of rice were imported at Hamburg from the United States out of a total of 363,722 tons. American rice has been tried in the German market and found highly satisfactory in quality, its only competitor being Valencia rice, which, however, is considerably cheaper. Burma rice holds first place among the different kinds of rice imported into Germany and it is so cheap that American rice can not hope to compete with it.

ROUMANIAN WHEAT SHIPPERS PESSIMISTIC

There is an increasing feeling of pessimism in the grain trade of Rumania over the prospect of shipping this year even a fair amount of the export surplus that will be provided by the present harvest, as reported by Sproull Fouche, acting commercial attache at Bucharest.

During the first week in September, the official estimate on the wheat surplus was cut from 48,000,000 to 22,000,000 bushels, but the quality even of this reduced amount is so inferior, and internal prices are still so far out of line with world prices, that dealers will not buy from producers. It is stated on good authority that this season's crop as to quality can be regarded as being 40 per cent below normal, and even at great sacrifice in price, it can not be sold in competition with American grain. European countries, in general, it is pointed out, are all producing inferior wheat this season, and importers are interested only in buying high quality grain in order to mix with inferior domestic production. Even local millers, we are informed, will not buy this season's inferior wheat at today's price of lei 70,000 (\$300) per carload of 10 metric tons (367 bushels)—which represents a cut of lei 50,000 (\$215) the carload on prices quoted in the spring of the present year.

EFFECTIVE Monday, October 25, announce the Pennsylvania, Baltimore & Ohio and Western Maryland Railroads, there will be no charge for running together various grades of grain at time of delivery to vessels docked at Baltimore, Md. The mixing charge, however, for turning grain in store will be one-eighth of one cent per bushel, as usual.

ASSOCIATIONS

CONVENTION CALENDAR

October 18-20.—Thirtieth annual convention of the Grain Dealers National Association, at the Hotel Statler, Buffalo, N. Y.

October 18.—United States Feed Distributors Association, Hotel Statler, Buffalo, N. Y.

October 21-22.—Association of Feed Control Officials of the United States, Willard Hotel, Washington, D. C., in conjunction with the Association of Official Agricultural Chemists and of Dairy, Drug and Food Officials.

October 18.—Terminal Grain Weighmasters National Association, ninth annual meeting at the Hotel Statler, Buffalo, N. Y.

November 11.—Missouri Grain Dealers Association, annual meeting at Sedalia, Mo.

MISSOURI DEALERS TO MEET

The annual meeting of the Missouri Grain Dealers Association will be held November 11, in Sedalia, Mo. The National Corn Show will be held the eleventh and the two days following, and it is thought that this will help the general interest and assist in making the trip more profitable for those who attend the meeting. In commenting on the plans for the Missouri dealers' meeting, Secretary D. L. Boyer has said in a letter:

"This will be a strictly business meeting with no general speeches at all. We want to confine the time to discussion of problems affecting the grain and milling trade and the Association. The writer would very much appreciate your suggesting subjects for discussion and the name of any one who you think would be best suited to handle the discussion of subjects suggested."

WEIGHMASTERS PLAN MEETING

Plans for the ninth annual meeting of the Terminal Grain Weighmasters Association are rapidly approaching completion. The weighmasters will meet October 18 at the Hotel Statler, Buffalo, N. Y., and since they will be meeting at the same time and place as the Grain Dealers National Association, there will be a good opportunity to exchange data and establish contact with the trade in general.

A bulletin issued by Secretary H. W. Ewert says: A dinner for our members and their friends will immediately follow the meeting; and those who desire to attend the dinner may make the necessary arrangements for themselves and their friends through me. The meeting will be at 9:30 a. m. in Parlor "G," and the time for the dinner has been set for 12:30 and will either be in the same room or another parlor convenient to our meeting room. Please note that the meeting will be held before the dinner instead of after, as was the case last year. This change was made so that our members could avail themselves of the entertainment provided for the grain dealers in the afternoon. The committee asked me further to emphasize the fact that attendance at the dinner is optional, but that members will be expected to attend the meeting whether or not they remain for the dinner. As stated above, the dinner will be served at 12:30, and this will allow plenty of time to eat and be on time for the afternoon's entertainment. It has been suggested that the entire assembly go direct from the dinner to the boat in a body.

Each member of the Association will be called upon to talk not more than two minutes on the following questions: "Transpositions; Cause and Prevention."—(a) Car Numbers, (b) Weights; "Lost Weights; Cause and Prevention."—(a) Due to mixing grain of one car with that of another; (b) Due to mixing grain from car (being unloaded) with house grain; and "Testing Track Scales; Test Car versus Test Weights."

MUTUAL FEED DEALERS MEET

The Mutual Millers and Feed Dealers Association of western New York and northeastern Pennsylvania held its annual convention at the Samuels Hotel, Jamestown, N. Y., on September 17. The following officers were elected: President, L. L. Warner, Niobe, N. Y.; vice-president, Roy Mulkie, Corry, Pa.; secretary-treasurer, J. Leon Anderson, Jamestown; and the following members of the Board of Directors: Ernest C. Kessler of Jamestown; E. B. Dunbar, of Little Valley, N. Y.; Henry Dye, of Forestville, N. Y.; and H. S. Carr, of Portville, N. Y.

More than 50 members of the Association gathered for the meeting, at which was discussed whether the Association should disband or continue the present organization, which is affiliated with the Eastern Federation of Feed Merchants and the National Association of Grain and Feed Dealers. It was unanimously decided to continue the organization, and plans were made to secure new mem-

bers and carry out a more extensive program during the coming year.

M. L. Waldorf, president of the Association, presided at the opening session, and called upon W. A. Stannard, of Albany, N. Y., secretary of the Eastern Federation, who stressed the importance of organization among feed and grain dealers, which he said tended to remove the rough spots from the trade generally, and pointed out some tangible things to do to improve the conditions in this part of the country.

A. F. Rolf, of Detroit, protein specialist, spoke on the development of the poultry-raising industry and its relationship to the feed business. The subject of providing feed was the poultry raisers' first problem, and he discussed the evolution of prepared feeds, describing the various ingredients that go into them, and of the chemical research made by leading mixers of such feeds.

The minutes of the last previous meeting of the Association, held in Buffalo, June 24, in connection with the Eastern Federation convention, were read by Mr. Anderson, the secretary and approved.

President Waldorf named the following committee to present nominations of officers: C. A. Smith, A. B. Archer, and James H. Gray. The report was unanimously adopted, with the results reported above.

A. W. Carpenter, of Detroit, L. L. Warner, Mr. Smith, Mr. Archer, and several others, made strong

pleas to continue the present Association, but urged greater interest and co-operation between members and officers to accomplish greater service for the public and the dealers themselves. Later Mr. Stannard outlined the plans of the Eastern Federation for a cash and credit plan for dealers, the installation of accounting systems, and a mailing campaign. The new Board of Directors is to hold a meeting in the near future to decide the time and place of the next meeting of the Association. The opinion was expressed that meetings should be more frequent, and this and other important matters are to be taken up by the newly elected members of the board when they next meet.

FEED DISTRIBUTORS TO HAVE BIG MEETING

L. C. Newsome, of Pittsburgh, chairman of the Convention Committee of the United States Feed Distributors Association, has issued the final call for the convention which occurs in Buffalo, October 18, 19 and 20, along with the grain dealers. A business luncheon will be held Tuesday, October 19, and the midnight revue will commence at 12 o'clock that night, according to the bulletin. Admittance to this function is by card only and confined to members and their friends. The Buffalo Committee, headed by Mr. Burns, president of the Traders Feed & Grain Company, is to be notified by those who intend to be present, so that arrangements can be made.

Adequate provision has also been made for the entertainment of the ladies, who are urged to attend. The business program has already been alluded to elsewhere, and with the assurance of a profitable meeting both from the standpoint of business and pleasure, it is hoped that all will turn out and attend.

TRANSPORTATION

PROPOSE NEW TOLERANCE RULE

The term "tolerance" as used below indicates the difference in weights due to variations in scales and fluctuations in the weight of commodity which are recognized by competent authorities.

The rate committee of the Western Trunk Lines has before it for consideration the following proposition in regard to governing the reweighing tolerance on grain. The present rule allows 1 per cent of the lading with a minimum of 500 pounds. The new proposal:

Loads (in Pounds)	Comm. Toler.	Two Hopper Scales	Comm. and two Hopper Scales	Two track Scales	Comm. and two Track Scales	Comm. and one Hop. & one Track Scale
60,000	75	60	135	120	195	165
66,000	82	66	148	132	214	181
70,000	87	70	157	140	227	192
77,000	96	77	173	154	250	212
80,000	100	80	180	160	260	220
88,000	110	88	198	176	286	242
100,000	125	100	225	200	325	275
110,000	137	110	247	220	357	302

The first column shows the capacity and 110 per cent of capacity of the cars ordinarily used for the transportation of bulk grain. Column two is $\frac{1}{8}$ of 1 per cent of the value shown in column one, representing invisible loss and waste incident to the handling of bulk grain from scales to cars in loading, and from cars to scales in unloading. Column three represents the tolerance for the two hopper scales used namely, $\frac{1}{20}$ of 1 per cent for the loading hopper scale, or $\frac{2}{20}$ ($\frac{1}{10}$) of 1 per cent for two hopper scales. Column four shows the totals of columns two and three, or the total tolerances applicable for the commodity and two hopper scales used.

Column five represents the tolerance when two track scales (each $\frac{1}{10}$ of 1 per cent) are used at the loading point and the other at the unloading point. Column six shows the total of columns two and five, or the total tolerances applicable for the commodity and two track scales used. Column seven shows the total tolerances applicable for the commodity and one track scale and one hopper scale.

INCREASED LAKE RATE PROTESTED

Too much traffic caused the Rutland-Lake Michigan Transit Company to raise its rates in order to reduce volume, but three grain exchanges are protesting.

The Chicago Board of Trade, the Sioux City Grain Exchange and the Omaha Grain Exchange, all active in opposition to the 3-cent and 6-cent reductions on grain from Minneapolis, Minn., which were suspended pending the recent hearings in Minneapolis and Kansas City, Mo., have filed telegraphic and letter petitions of protest with the Interstate Commerce Commission, against the proposed in-

crease of two cents per 100 pounds on grain products (not including flour, however), routed by Central Freight Association carriers from points in Illinois, Indiana, Iowa, Michigan, Missouri and Wisconsin to Albany, Baltimore, Boston, Buffalo, New York, Philadelphia, Rochester, Rockland, Syracuse, Utica, and West Fairport.—*Northwestern Miller*.

BUFFALO'S TRAFFIC

Certain grain men at Buffalo, N. Y., predict that this year's grain receipts at that lake port, will be 60,000,000 bushels short of the 1925 volume, due to the late opening of navigation, and the delay due to the rain in the Northwest. The tieup of elevator space in Montreal with slow moving grain, also has been a factor contributing to the decline.

SPLIT ARBITRATION COSTS

Owing to irregularities and technicalities entering the handling of the shipment at its destination, participated in by both plaintiff and defendant, it was decided by the Grain Dealers National Association's Arbitration Committee No. 6, that the costs of arbitrating the case should be borne jointly by the two grain firms interested. The Kettenbach Grain Company, of San Francisco, Calif., was awarded \$130.45 by the Committee, however, to be paid by the S. P. Wallingford Grain Company, of Wichita, Kan. Misunderstanding had arisen over the sale, by the latter, of one car of kafir corn which arrived in a weevily condition.

GULF SERVICE ENLARGING

Oklahoma grain dealers have been informed that important additions have been made to the Galveston and Houston steamship service. The Lallier Steamship Company, Galveston, Texas, has been appointed agent for the Luckenbach Steamship Company, which will operate steamers between Gulf ports and the Panama Canal and Pacific ports. Semi-monthly service out of Galveston and Houston is to be maintained. A service between these ports and the new port of Corpus Christi will be established.

With the arrival recently of the *Antonio Lopez*, a steamer of the Spanish Royal Mail Line, a regular service between Havana and Barcelona and Galveston, Texas, was begun.

HEAVIEST TONNAGE ON RECORD

The tonnage carried between St. Louis and New Orleans by the Federal Barge Line amounted to 115,000 tons during August, it is estimated. This is the highest ever recorded, compared with 88,846 tons in July and 64,922 tons in August of last year.



EASTERN

To deal in grain, flour and feed, Lewis Board, Inc., was incorporated at New Brunswick, N. J. Its capital stock is \$125,000.

The F. L. Coover Estate will conduct the grain, feed, flour and coal business of the late F. L. Coover at Mechanicsburg, Pa.

To deal in hay, grain, etc., the Burnham Company, Inc., had been incorporated at Holyoke, Mass. The firms capitalized at \$50,000. Cyrus G. Burnham is president; Fred G. Burnham, the treasurer of the new firm.

The Lake Shore Transfer Elevator and the Mapl-Flake Mills have been bought at Buffalo, N. Y., by the Pratt Food Company of Philadelphia, Pa., from the Armour Grain Company of Chicago. The purchase price was more than \$1,000,000. William E. Ashe and R. H. Logan, resident managers of the plant for the Armour Grain Company, will continue as operating officials. The Pratt Food Company will manufacture a line of poultry and stock feeds and next spring an addition will be erected and new machinery installed.

THE DAKOTAS

The elevator of C. A. Carlson & Son at Arlington, S. D., is being wrecked.

The elevator of James Whalen at St. Thomas, N. D., is being repaired by him.

Guy Almy of Minot is manager of the Farmers Elevator Company of Arnegard, N. D.

The elevator of Pruetz Bros., at Kulm, N. D., has been sold by them to O. B. Mogeck.

O. H. Swanstrom is in charge of the Farmers Elevator at Rising (Norwich p. o.), N. D.

The Maple Leaf Grain Company has completed a 35,000-bushel elevator at Maple Leaf, S. D.

Two stories are being added to the elevator of the Aetna Grain Company of Van Hook, N. D.

The Farmers Elevator Company of Carthage, S. D., has equipped its property with a new office.

The Andrews Elevator at Sykeston, N. D., has been bought by Frank Klinger of Minneapolis.

The F. D. Hinrichs Elevator at Parker, S. D., has been leased by C. P. Vanderater who will operate it.

The elevator at Crocus, N. D., is being extensively repaired for the Farmers Grain Company of Devils Lake.

The Levant Elevator Company of Levant (Manvel p. o.) N. D., has equipped its property with a new dump.

The Farmers Elevator Company of Finley, N. D., has equipped its property with new and larger motors.

The N. J. Olsen Elevator at Hannaford, N. D., is being repaired and will be opened for business this fall.

The Palermo Grain Company of Palermo, N. D., will not rebuild its two elevators which burned in February.

A new truck dump has been installed in the elevator of the Farmers Elevator Company of South Shore, S. D.

The Greene Equity Elevator Company of Rolla, N. D., has decided to sell its elevator and the plant at that place.

The North Dakota Wheat Growers Elevator at McHenry, N. D., is under the management of Charles Wilson.

Lightning protection has been installed on the elevator of the Sun Prairie Elevator Company of Unityville, S. D.

The elevator of Sheldon Reese at Yale, S. D., is under the management of O. G. Oleson who succeeds C. W. Lemke.

John Aitkien has resigned as manager of the Farmers Grain Company at Fairdale, N. D., and is succeeded by Homer Knauss.

The Farmers Elevator at Howard, S. D., has been bought by the Madison Grain Company. This company now owns 14 elevators.

The Potter, Garrick & Potter Company has completed an additional waterproof storage annex at its elevator at Java, S. D. It includes an entirely new elevating equipment, and three Fairbanks-Morse Motors, Link Belt Manlift and automatic

scale. The company also installed a Strong Scott Dump at its Beebe, S. D., elevator.

The elevator property of P. T. Wumkes at Lennox, S. D., has been leased by J. C. Weimer and Charles Bradshaw of Worthing.

The elevator at Portland, N. D., owned by George Enge has been bought by K. Brunsdole who is repairing the elevator. He will operate it.

John Gilmore is agent at Pembina, N. D., for the Victoria Elevator Company at Pembina. He was agent for the National Elevator Company at Nash.

The Marmarth Elevator has been in operation at Marmarth, N. D. F. F. Butler is president; Frank Mason, vice-president; A. F. Kimbro, secretary and treasurer.

The Hope Grain Company's property at Hope, N. D., is under the management of Olof Bjorke. He was formerly manager of the Blabon Farmers Elevator Company.

The Equity Elevator at Johnstown, N. D., has been bought by Dan H. Burke, whose elevator burned in June. He is operating it as the Johnstown Grain Company.

H. F. Berg, Harry Odegaard and W. R. Setty of Egeland and F. C. Harris of Cando have incorporated at Olmstead (Egeland p. o.), N. D., as the Farmers Elevator Company, capitalized at \$20,000.

The St. Anthony & Dakota Elevator Company recently bought a grain elevator at Irene, S. D., from the Bradley Elevator Company and after remodeling it will begin operations about the middle of October.

The Bounty Siding Grain Elevator, Bounty Siding (p. o. Crosby), N. D., has been sold by Myles Henderson to W. E. Chapman, manager of the Ambrose Farmers Elevator Company of Ambrose. Alfred Ness of Ambrose will manage the elevator.

An elevator is being built at Nekoma, N. D., for the Nekoma Farmers Elevator Company. It is equipped with a 20-horsepower Fairbanks Morse Engine, 10-ton Fairbanks Scale, 150-bushel automatic scale, manlift, truck dump, double distributor and grain separators. There are also new coal sheds. Frank McAlpin is manager.

WESTERN

The Glentana Grain Company of Glentana, Mont., is under the management of E. A. Lund.

The elevator of the Farmers Grain Company at Glendive, Mont., has been leased by A. J. Foss.

Flour milling machinery has been installed by the Deer Park Grain Company of Deer Park, Wash.

A large elevator and granary are being built at Biggs, Calif., for H. E. Savage and W. M. Doty.

A branch house has been opened at Purcell, Colo., for the Nunn Farmers Co-operative Elevator Company.

Remodeling has been done to the office of the Gooding Mill & Elevator Company of Gooding, Idaho.

The M. P. Tanning Warehouse a Midvale, Idaho, has been leased by the Weiser Milling & Elevator Company in which to store grain.

The Occident Elevator Company of Ballantine, Mont., is under the management of Emil Reine. He was formerly at Wheat Basin.

A line of elevators is to be built by J. O. Dougan of Springfield, Colo. The principal house will be at the new town of Stewart, Colo.

The International Elevator Company has bought the Lewis Elevator at Buffalo, Mont. The International Elevator burned not long ago.

A new warehouse is being built at Cheyenne Wells, Colo., for the Summit Grain Company of Denver. It will handle feed and flour there.

The Globe Grain & Milling Company of Eden, Idaho, will make repairs on its plant which they acquired by lease taken over from the Great Basin Grain Company.

The elevator at Nunn, Colo., has been leased by W. E. Miller of Eaton, Colo., who has managed the elevator there for the Colorado Milling & Elevator Company.

The store and warehouse of the Oregon Grain Company at Dallas, Ore., is under the management of Charles L. Martin of Aumsville who succeeds Richard Power.

A 10,000-bushel elevator is to be built at Vilas,

Colo., for the Kleisen Grain Company of Feterita, Kan. The elevator will be iron-clad and will be used as a receiving station for all grains and a distribution house for flour and feed.

The mill and elevator of the Smith-Tyner Company at Scobey, Mont., has been taken over by the Marquis Flour Milling Company which was recently organized there. H. H. Ames is president.

The Lewistown Grain Company has been incorporated at Lewistown, Mont., to conduct a general grain buying and shipping business. Its capital stock is \$125,000. The directors are E. N. Johnson, William Griffith and D. McLaughlin, all located at Spokane.

MINNESOTA AND WISCONSIN

Anton Johnson is manager of the L. B. Popples-ton Elevator at Vawter, Minn.

An elevator, feed warehouse and mill are being built at Glenwood, Wis., by M. J. Garske.

The elevator at Darwin, Minn., which burned, may be rebuilt by the farmers of that locality.

A cleaner has been installed in the elevator of the Farmers Elevator Company at Murdock, Minn.

Extensive repairs are being made to the plant of the Rippe Grain & Milling Company of Alpha, Minn.

Ira Russell is no longer manager of the Farmers Elevator at Tracy, Minn., but has gone to California to live.

The elevator of the Pfeffer Elevator Company at Blue Earth, Minn., has been repainted and equipped with a new roof.

J. J. Peter has bought the elevator of the Bingham Bros., at Seaford, Minn. He was formerly at Watertown, S. D.

The Farmers Co-operative Elevator Company of Sedan, Minn., has been reorganized as the Farmers Elevator Company.

A new elevator has been built at Ortonville, Minn., by the Geier Bros., which will be used for grain cleaning purposes.

The Lowry Farmers Elevator Company of Lowry, Minn., has installed a new dump, manlift, disc cleaner and electric power.

The Gould Elevator at Minneapolis, Minn., has been bought by the Froedtert Grain & Malting Company of Milwaukee, Wis.

The new \$20,000 elevator and grain house of the Farmers Co-operative Elevator Company at Round Lake, Minn., has been opened.

Business is being conducted in the old Harry Elevator at Alma, Wis., by Kuehn & Shafter. It has been repaired and remodeled.

A Fairbanks Diesel Engine has been installed and other improvements made by the Cokato Mill & Elevator Company of Cokato, Minn.

Several changes and improvements are being made and a new office and warehouse built for the Farmers Elevator at West Bend, Wis.

The Kunnebacke Company, dealers in grain, feed, building materials, etc., at Kenosha, Wis., has increased its capital stock to \$100,000.

The M. J. Manchester Elevator at Plainview, Minn., has been bought by O. E. Richmond. Mr. Richmond will buy grain and sell feed and coal.

The elevator of the Watson Farmers Elevator Company at Watson, Minn., has been covered with iron sheeting and equipped with a disc cleaner.

The elevator of the Henning Grain Company of Henning, Minn., has been improved, and a manlift, Strong-Scott Dump and a new driveway installed.

The Hibbard & Palmer Elevator at Luverne, Minn., has been improved recently to include new office and feed room, electric motor and truck dump.

The C. E. Roe Grain Company's elevator at Thief River Falls, Minn., known as the Sandberg-Roe Elevator, has been bought by Tessum & Co., seed dealers.

The elevator of the Monarch Elevator Company at Felton, Minn., which it bought recently from the Felton Elevator Company, is being extensively repaired.

Work has been completed on the new work-house of the C. M. & St. P. Elevator "E" at Milwaukee, Wis. Additional tanks which will provide an aggregate capacity of 1,400,000 bushels are

nearing completion and the entire plant will be ready by October 15. It is operated under lease by the Armour Grain Company.

Guy Treanor has resigned as manager of the Equity Elevator Company of Mapleton, Minn. He is going to Hampon to engage in the grain business for himself.

The articles of incorporation of the R. E. Jones Company, dealers in grain, feed, etc., at Wabasha, Minn., has been amended changing its amount of liabilities to \$25,000.

The former Equity Co-operative Exchange at Waterville, Minn., has been opened under the name of the Equity Elevator Company of which John Fahning is proprietor.

A new 10-ton truck scale and Strong-Scott Auto Truck Dump have been installed by the Janesville Farmers Elevator Company of Janesville, Minn. It is under the management of Theodore Schramski.

The Hayes-Lucas Lumber Company has bought the elevator of the Meriden Farmers Elevator Company, Meriden, Minn. Tom Clark is manager of the elevator which has been renamed the Clark Elevator.

Orel Boyum has resigned his position as manager of the elevator at Peterson, Minn., and is now with J. H. Gullickson in a grain company at Edmore, N. D. H. Jameson is manager of the Peterson elevator.

M. B. McLaughlin of Austin bought the elevator at Ruskin (Faribault p. o.), Minn., through Charles N. Sayles, receiver. Mr. McLaughlin opened the elevator for business with Ben Paxton local manager.

The capacity of the Victoria Elevator Company of Minneapolis, Minn., is to be increased by 150,000 bushels by the erection of two concrete tanks to its plant. The contract calls for completion of the elevator by November 1.

The interest of Mr. Neveratil in the Farmers Elevator Company of New London, Minn., has been bought by John Reisdorf. The company and the Speltz Grain & Coal Company are buying grain as the New London Elevator Company.

The Cargill Grain Company has bought an elevator and six large storage tanks at Kaukauna, Wis. The Rissman Wrecking Company of Chicago bought the buildings some time ago which were owned by the Wisconsin Malt & Grain Company.

The lumber yard and grain elevator of the Farmers Supply & Produce Company at Rush Lake, Wis., have been sold by it to the Middleton Lumber & Fuel Company. The purchasers will conduct the elevator and carry a complete line of building materials, coal and wood.

The capacity of the elevator of the Sterling Elevator Company of Minneapolis, Minn., is to be increased by 700,000 bushels with the addition of 10 concrete grain tanks. R. E. Tarse is president of the company. Its present capacity is 800,000 bushels. The addition is to be completed by December 1.

ILLINOIS

A drier has been installed in the elevator of the Milford Grain Company of Milford, Ill.

A. M. Winter is the new manager of the Farmers Elevator Company at Leonard (Gilman r. f. d.), Ill.

The elevator of the Coatsburg Grain & Livestock Company at Augusta, Ill., has been closed for the rest of the season.

The elevator of the Kankakee Elevator Company at Aroma Park, Ill., is to be under the management of Earl Hall.

Howard Nash of Champaign, Ill., has bought the McKenna & Dickey Elevator at Matteson and takes possession November 1.

New equipment has been added to the elevator at Momence, Ill., which William W. Porter bought from W. H. and J. A. Watson. He is contemplating building new coal sheds.

The Bowker-Smith Company has bought the property of the Monmouth Elevator Company at Monmouth, Ill. The company will conduct a general elevator and feed milling business.

The Pesotum, Ill., elevator of Eichorst & Rinehardt has been sold to the Farmers Elevator Company which now controls both elevators in that town. The sale was made by James M. McGuire of Chicago.

The new office building of the Potter Bros. at Morrison, Ill., has been completed on the site of the former warehouse and elevator building. In addition to the main front office there is a display room, fireproof steel and concrete vault and storage room.

The E. H. Morris Elevator at Browns, Ill., has been bought by the Albion Milling Company of Albion, Ill. They will operate as the Browns Elevator Company. Arch Bassett will be manager of both companies. Mr. Morris has bought two elevators at Crossville.

U. J. Sinclair and C. W. Parry have bought a

third more interest in the Chenoa (Ill.) Elevator from C. C. Savage and his wife of Virginia, Ill.

INDIANA

The Macy Grain Company of Macy, Ind., has completed its elevator.

The new elevator of the Wolff-Schafer Elevator Company of Lakeville, Ind., is in operation.

It is reported that the Perrysville Grain Company, Perrysville, Ind., has sold its interests there.

A combination corn and grain cleaner has been bought by the Inwood Elevator Company of Inwood, Ind.

A new sheller, cleaner and drags have been installed by the Farmers Elevator Company of Carmel, Ind.

The Hamlet Grain Company of Knox, Ind., is succeeded in business by the W. M. Bosley Grain Company.

H. A. McVey of Westfield has bought an interest in the Goodrich Elevator at Jolietville (Westfield p. o.), Ind.

The Big Four Flour Mill at Greencastle, Ind., is being remodeled into a grain elevator by the Campbell Bros. of Fillmore, Ind.

F. E. McQuinn has bought an interest in the Morristown Elevator Company of Morristown, Ind. He has installed a coal unloader.

Elevator "D" at Indianapolis, Ind., formerly operated and owned by the American Hominy Company, has been leased by the Bingham Grain Company. The elevator has a capacity of 175,000 bushels.

The contract has been awarded for a new elevator at Lincoln, Ind. It will have a capacity of 15,000 bushels and replace the elevator which burned.

The Igleheart Bros. of Evansville, Ind., are to build a concrete wheat storage tank costing \$25,000. It will be of fireproof construction. Polk-Genung-Polk Company have the contract.

The grain elevator at Servia, Ind., has been bought by the Mutual Grain Elevator Company of Sydney. The Servia Elevator Company went into the hands of a receiver, the Union Trust Company of North Manchester, last spring. Judge L. W. Royse of Warsaw is president of the Mutual company and Noble Tombough, secretary.

SOUTHERN AND SOUTHWESTERN

The grain and feed store of J. F. Hall at Little Rock, Ark., has been remodeled.

Corn handling machinery has been installed in the elevator of Frank Spencer at Nowata, Okla.

A new elevator is being built at Boise City, Okla., for the Security Elevator Company.

The elevators of the El Reno Mill & Elevator Company at Lockridge, Okla., have been dismantled.

An 8,000-bushel elevator has been built at Sturgis, Okla., for the Farmers Elevator Company of Elkhart.

The Southern Grain & Produce Company at Hope, Ark., has been bought by the American Grocery Company.

The Livingston Wholesale Grain & Grocery Company of Livingston, Texas, has its new building completed.

The Farmers & Merchants Elevator Company operating at Billings, Okla., has been dissolved as a corporation.

Capitalized at \$10,000, the Independence Cotton, Gin, Grain & Supply Company was incorporated at Bartlesville, Okla.

The idle elevator at Inola, Okla., has been bought by J. W. Stewart and W. K. Spainhower who will place it in operation.

A grain elevator of 12,000 bushels' capacity is being erected at Hooker, Okla., by Edward Hopkins and J. H. Mason.

The Fort Worth Elevator Company of Fort Worth, Texas, has secured a permit to build a grain elevator at a cost of \$275,000.

Articles of incorporation have been filed by the Home Grain Company which will operate at Port Arthur, Texas. J. T. Usel is interested.

Work has been completed on the 10,000-bushel ironclad elevator of the C. E. Sharp Lumber Company of Fargo, Okla. George N. Crosno is manager.

The property and plant of the Public Service Gin & Elevator Company of Kiowa, Okla., have been bought by H. H. Sherrill and Robert W. Vaughan.

The Valley Grain & Elevator Company which has been organized at San Juan, Texas, has taken over the Community Grain Company and started in operation. K. Hillyer of Houston is president; J. M. Lafavers, vice-president; F. L. Tiller, secretary; Raymond H. Hillyer, manager.

Harry C. Miller is negotiating for the leasing of the Municipal Grain Elevator at Norfolk, Va. Mr. Miller is president of the Norfolk Tidewater Terminals which operate the Municipal piers and the

Army Supply Base Terminals at Norfolk. The elevator has not been a paying proposition for about three years.

Muncy & Carson of Elkhart, Kan., have built a 6,000-bushel ironclad elevator at Sturgis, Okla. The power is provided by a 10-horsepower Fairbanks-Morse Gas Engine.

A new boiler plant is being built at the Public Grain Elevator at New Orleans, La., at a cost of \$60,000. The Public Grain Elevator will have a steam plant equal for all purposes.

The contract has been let by the Sheppard Grain Company for a two-story reinforced concrete office and warehouse at Corpus Christi, Texas. He will also install an electric freight elevator.

To deal in grain, feed, and groceries, the Walter Brown, Inc., was incorporated at Little Rock, Ark., capitalized at \$25,000. Walter Brown is president; Hannah Brown, vice-president; and Fred Brown, secretary-treasurer.

The Alabama State Docks Commission is contemplating the erection of a large grain elevator at Mobile, Ala. It is the result of the traffic agreements between the Gulf-Mobile & Northern Railroad and the Burlington System.

OHIO AND MICHIGAN

W. D. Rapp & Son have installed a large corn sheller at Sabina, Ohio.

The Bascom Grain & Supply Company at Bascom, Ohio, has installed a new cleaner.

A Western Sheller has been installed by the White's Mill & Elevator of Athens, Ohio.

A corn sheller has been installed by the Burkettsville Grain Company of Burkettsville, Ohio.

The Lewellyn Bean Company of Owosso, Mich., has built a new house to take care of a 1,000-bushel Hess Drier.

The elevator of W. A. Ewing at Melvin, Ohio, which burned in July is being replaced by a 15,000-bushel house.

A crusher and corn cracker has been installed by the Homeworth Grain & Supply Company of Homeworth, Ohio.

H. C. Glasner has resigned because of ill health, as manager of the Nashville Co-operative Elevator, Nashville, Mich.

A new Fairbanks-Morse Engine replaces steam power at the plant of the Ottawa County Co-operative Company of Rocky Ridge, Ohio.

A wagon and truck dump, grain blower and distributor have been installed by A. R. Kerr & Co. of Horton (West Mansfield p. o.), Ohio.

Guy Duncan has bought the Beach City, Ohio, elevator from F. B. Schaffly. Mr. Schaffly built this elevator 10 years ago and has operated it since then.

The Toledo, Ohio, elevator of the Northwestern Elevator & Mill Company, is to be electrified. It was shut down recently because of an accident to the engine. C. S. Coup is manager.

Thomas Corner has resigned his position as manager of the Farmers Co-operative Elevator Company at Midland, Mich., and is with the Harris Milling Company in similar position at Cadillac, Mich.

IOWA

C. C. Crawford is wrecking his elevator at Ida Grove, Iowa.

F. H. Bowdish of Hawkeye has bought the L. H. Meyer Elevator at Readlyn, Iowa.

A grain dump has been installed in the elevator of the Dike Grain Company of Dike, Iowa.

Gasoline and oil are being handled as a sideline by the Farmers Elevator at Remsen, Iowa.

An interest in the elevator of Gifford, Iowa, has been bought by E. B. Holmes of Galesburg.

An electric dump and corn crusher have been installed by the Leyen Bros. of Allison, Iowa.

A new motor and equipment has been installed by the Atkins Grain Company of Atkins, Iowa.

The Davis Bros. & Potter of Ft. Dodge has bought the elevator of F. C. Bitter of Sulphur Springs, Iowa.

E. Noehren is succeeded as manager of the E. A. Brown Grain Company of Ocheyedan, Iowa, by Melvin Tjarden.

The elevator and mill of W. F. Brown at Shell Rock, Iowa, have been bought by the Shell Rock Milling & Grain Company.

Clarence Kuhl is manager of the Devenport Elevator Company's business at Larchwood, Iowa. Mr. Kuhl was formerly manager of the Davenport Elevator at Adair.

The R. W. Beers Elevator at Pocahontas, Iowa, was sold at trustee's sale in August, but the Davis Bros. & Potter will continue to operate it as their lease has not yet expired.

The elevator of the Midland Farmers Elevator Company of Midland, Iowa, has been sold to the

Quaker Oats Company, which owns the other elevator there. Henry Freyberg will manage both elevators.

The Farmers Elevator Company of Blencoe, Iowa, has completed its new office building and the new quarters are now occupied by it.

The O. B. Fisk Elevator at Curlew, Iowa, has been bought by O. V. Critz of Emmetsburg. Possession was given on September 24.

The Sjostrom Bros. have made extensive improvements to their elevator at Remsen, Iowa, which it bought from the Fredricks Elevator Company which operated it for some time.

The Emmetsburg Farmers Co-operative Company of Emmetsburg, Iowa, has changed its name to the Farmers Co-operative Company. G. L. Benschoter is manager.

MISSOURI, KANSAS AND NEBRASKA

A grain elevator is to be built at Hardy, Neb., by George Powell.

The branch office of the Faith Grain Company at Dodge City, Kan., has been closed.

A warehouse addition is being built to the elevator of Stedman & Co., of Shubert, Neb.

New machinery has been installed by the Vickers & Salley Grain Company of Liberal, Kan.

The McClure Grain Company of Ulysses, Kan., has equipped its property with a truck lift.

The elevator at Levant, Kan., has been bought by the Houston & Anderson Grain Company.

S. J. Douglas has sold his elevator at Liberty, Neb. Mr. Douglas is now located at Lincoln.

A modern all concrete elevator is to be built at Fremont, Neb., for the Fremont Mills Company.

Lightning rods have been installed by the Anderson Grain Company on its elevator at Bucklin, Kan.

The elevator of the Farmers Grain & Supply Company at Carrollton, Mo., which burned, is to be rebuilt.

The Crittenden Grain Company's property at Tamora, Neb., is under the management of Mr. Bassier.

The elevator of the Carter Bros. Milling Company of Grenola, Kan., has been overhauled and remodeled.

The elevator of the Lebanon Mill & Elevator Company at Bellaire, Kan., has been opened for business.

The J. H. Magruder Elevator at Pratt, Kan., has been equipped with a commercial smut treating machine.

The H. H. Horstman Elevator at Alma, Mo., has been bought by W. D. Bastian who took possession October 1.

Lightning protection has been installed on the elevator of the Farmers Grain Company at Morse Bluff, Neb.

Capitalized at \$15,000, the Schroyer Grain & Supply Company has been incorporated at Council Grove, Kan.

The Farmers Union Elevator Company of Barnes, Kan., is under the management of Guy Ingram of Clay Center.

The elevator of the Kansas Flour Mills Corporation at Fowler, Kan., is under the management of R. E. Himes.

C. A. Rogers is now a partner and stockholder in the Clay-Leahy Grain Company which is located at McCook, Neb.

Capitalized at \$10,000, the Independence Cotton Gin, Grain & Supply Company has been incorporated at Independence, Kan.

The interests of the Latta Grain Company at Ceresco, Neb., have been bought by the Nye & Jenks Grain Company.

The Farmers Co-operative Equity Exchange, Copeland, Kan., is to build either a new elevator or additional storage tanks.

The elevator of the Cox Grain Company of Elsmore, Kan., has been overhauled, repaired and equipped with new machinery.

D. Dunkel has given up his position as manager of the Nye & Jenks Grain Company at Leigh, Neb., and is now located at Omaha.

The Farmers Elevator at Scott City, Kan., has been leased by W. R. Stevenson who was formerly with the Salina Produce Company.

The Old Monroe Warehouse & Elevator Company has been incorporated at Old Monroe, Mo. H. H. Gillis and W. H. Dyer are interested.

Business has been started at the property of the Lexington Mill & Elevator Company at Gering, Neb., of which Charles Griffith is manager.

The Bruning Mill & Elevator at Bruning, Neb., has been sold by E. C. Carter to Sam Gross of Gering. Through the deal, Mr. Carter comes into possession of 1,100 acres of Banner County, Nebraska, land.

S. G. Suing is manager of the elevator at Fordyce, Neb., which has been closed for several months. The elevator was recently sold by the McCaull-Webster Company to J. J. Mullaney of Sioux City, Iowa. The elevator has been remodeled and improved.

Gerhard Place succeeds William Morris as manager of the Union Grain Company at St. Libory, Neb. He held this position for eight years.

J. M. Black's elevator at Lebo, Kan., has been bought by the Grangers Co-operative Association adding thereby 40,000 bushels to its capacity.

A new grading and smut treating machine has been installed in the plant of the A. F. Black of the Attica Grain & Elevator Company located at Attica, Kan.

A machinery for treating seed wheat with copper carbonate has been installed by the Farmers Co-operative Elevator & Supply Company of Hope, Kan.

The Farmers Elevator Company of Chappell, Neb., has installed two truck dumps, two worm gear drives and one distributor. C. L. Bartlett is manager.

The T. B. Hord Elevator at Cotesfield, Neb., has been bought by the Farmers Grain & Supply Company. Frank Gappa is now manager of the Farmers company.

An additional building for a warehouse is to be built at Rich Hill, Mo., for the Peoples Elevator Company which has bought the Frisco depot for office purposes.

The elevator of the Millerton Farmers Elevator Company at Millerton, Neb., has been leased by L. E. Krajicek. He will operate as the Krajicek Grain Company.

K. L. Peterson is manager of the elevator at Hallville (Bridgeport p. o.), Kan., which the Lindsborg Mill & Elevator Company bought from the Farmers Elevator Company.

The Iola Milling Company has bought the Iola, Kan., plant of the Newton Milling & Elevator Company of Newton, Kan. It consists of elevator, ware-

house and feed grinding unit. Walter W. Lamb who has been manager of the Newton company for 20 years has resigned.

The old Caywood Elevator at Clifton, Kan., which was taken over by C. N. Bunds, has been remodeled into a modern 30,000-bushel elevator equipped with up-to-date machinery throughout.

Articles of incorporation have been filed by the McDaniel-Lamar Grain & Elevator Company of Springfield, Mo., capitalized at \$50,000. M. A. Rathbone is a director of the company.

The elevator at Stafford, Kan., which George Gano bought from the Walnut Creek Milling Company, is to be operated as the George E. Gano Grain Company with R. P. Crum local manager.

J. A. White, formerly manager of the T. B. Hord Grain Company at Primrose, Neb., has been transferred to Humphrey, and Guy Ransdall who was Mr. White's predecessor at Primrose, is being returned to that place.

The elevator and coal sheds of the Saronville Farmers Grain & Livestock Company at Saronville, Neb., have been sold. The new firm will be known as the Saronville Grain Company with John G. Anderson manager.

The Checkerboard Elevator at St. Louis, Mo., which was formerly the Mississippi Valley Elevator, has been declared regular under the rules of the Merchants Exchange. It is now the property of the Ralston-Purina Company.

An addition doubling the present capacity is to be erected to the Missouri, Kansas & Texas Elevator at Rosedale, Kansas City, Kan. The James Stewart Construction Company of Chicago will do the work. The present Katy Elevator was erected in 1922.

CANADA

The British Empire Grain Company with head office at Winnipeg has bought the Ft. William, Ont., terminal elevator of the Ft. William Elevator Company for \$1,000,000. It is located at the Kaministiquia River and was formerly under the management of Davis Horn of Winnipeg. It has a capacity of 1,750,000 bushels.

OBITUARY

BAILEY.—W. L. Bailey died from heart trouble at Decatur, Ill. He was for years in the elevator business as manager of elevators at Lake City and Ulrich, Ill.

BANKS.—John G. Banks, a veteran grain buyer, died at Mt. Vernon, Ind., after an illness of two years. He was well known in the grain trade and in 1898 went to Mt. Vernon as grain buyer for A. Waller & Co. of Henderson. His widow, one son and two daughters survive him.

BARRET.—After a long illness, W. H. Barret of Owaneco, Ill., died at his home there on September 25. Mr. Barret was a prominent retired grain dealer. He entered the grain business in 1886 and was active in it until five years ago when he retired. His widow, three daughters and one son survive him.

BLACK.—Thomas A. Black died aged 73 years. He was president of the Sioux City Grain Exchange, Sioux City, Iowa.

BLAHA.—Edward Blaha committed suicide, recently. He was operator of a grain elevator at Irving, Iowa.

BLOOM.—Charles L. Bloom, formerly part owner of the Bloom Milling & Elevator Company of New Madison, Ohio, died recently at Denver, Colo., where he was head of the American Brokerage Company. He went to Colorado in 1906 to enter the employ of the Colorado Milling & Elevator Company and severed his connections with that firm in 1921 to organize his own company.

DAVIS.—Louis W. Davis died on September 15 at his home in Ten Hills, Baltimore, Md. He was senior member of the firm of Davis & Davis, grain and produce commission merchants and a member of the Baltimore Chamber of Commerce. His widow and one son survive.

EDDY.—Clinton L. Eddy died on September 8 at Kineo, Maine. He was a member of the Grain & Flour Exchange at Boston, Mass., and was affiliated with C. F. & G. W. Eddy, grain and feed commission merchants. He retired from active business two years ago.

FOISY.—Prosper Foisy died on September 8 aged 76 years. He was for years prominent among hay and grain merchants at New Bedford, Mass. His widow, six daughters and three sons survive him.

FISHER.—Charles S. Fisher died at his home in Walnut Hills, Cincinnati, Ohio. He was an old grain and hay dealer, in which business he started

as a young man with his father. Mr. Fisher held memberships in the Cincinnati Grain & Hay Exchange, the Chamber of Commerce and other Cincinnati clubs. His widow and son survive him.

GETCHELL.—Capt. H. L. Getchell died from heart trouble. He was chief doorkeeper for the Minneapolis Chamber of Commerce for a number of years. He was 66 years old.

GOLDSBOROUGH.—A. S. Goldsborough, the executive secretary of the Baltimore Association of Commerce, Baltimore, Md., died from heart trouble on September 18.

HART.—Joseph Hart died on September 12 after a heart attack. He was for years manager of the A. LeFeber Feed Store at Milwaukee, Wis.

HEARD.—Stephen D. Heard died at McKinney, Texas. He started in business in 1866 and at the time of his death was director in the Collin County Mill & Elevator Company and the Texas Cotton Mill Company of Oklahoma City.

HIBARGER.—Grant Hibarger died recently. He was a well known member of the Wichita Board of Trade and in the grain trade there.

JENNINGS.—Henry Jennings died on October 1 at Cambridge, Mass. He had for many years been handling grain, and had for years been in the grain business in the Exchange Building, at Boston, Mass.

LERUE.—William S. Lerue died suddenly aged 73 years. He was the oldest clerk of any Chicago Board of Trade firm. He started to work soon after 1871 for Munn & Scott grain elevator operators. Later he went with Culver & Co., and for the last 10 years was bookkeeper of John H. Wood Company, broker in the Board of Trade Building.

M'LANE.—Henry M'Lane died after a brief illness. He was manager of the Kaser Elevator at Alton, Ill.

MEEHAN.—James W. Meehan died suddenly at Baltimore, Md., on September 29. He was for years in the grain and feed business in that city.

POWELL.—Clyde O. Powell died from heart disease. He was a well known grain man and lived at Lebanon, Ind. His business connections were in Knightstown, Lebanon, Indianapolis, Lizton and Max. His widow and a daughter survive him.

ROBB.—William R. Robb died suddenly at Oklahoma City, Okla., from heart trouble. He was a grain and feed dealer of Ponca City, Okla., and

was formerly located at Oklahoma City which place he was visiting at the time of his death. His widow and son survive him.

ROBB.—John Robb died after a long illness at an Evansville, Ind., hospital aged 46 years. He was manager of the grain elevator of A. Waller & Co., at Mt. Vernon, Ind. His widow and three children survive.

RICH.—Edwin E. Rich died recently. He had been in the seed business at Salt Lake City, Utah, for years and was head of the Salt Lake Seed Company and the Peoples Forwarding Company.

SACKETT.—W. F. Sackett died at Columbus, Ohio. He formerly operated grain elevator at Rushsylvania, Ohio.

SAUNDERS.—R. R. Saunders died on October 1 at Grand Junction, Colo., from apoplexy. He was formerly Federal grain supervisor at New Orleans, but for the last two years had been located at Hutchinson, Kan.

SEYLER.—Emil J. Seyler committed suicide recently. He was manager of the grain elevator at Prosser, Neb. His widow and four children survive him.

SMITH.—Thomas W. Smith died recently at San

Francisco, Calif. He was interested in the Northwestern Warehouse Company but in 1904 joined the firm of Paterson, Smith & Pratt. This firm operated until 1914 when the members joined the new firm of Stephens-Smith Grain Company. Mr. Smith retired in 1917.

STEIN.—Ernest F. Stein died on September 12 aged 49 years. He was formerly with his brother, Andrew F. Stein, in the Security Hay & Grain Company of St. Paul, Minn.

VOGELER.—Elwin Vogeler died on September 21, aged 28 years. He was vice-president and general manager of the Jerome Milling & Elevator Company of Jerome, Idaho. His widow and three children survive him.

WERACHOWSKI.—John A. Werachowski died at Arnott, Wis. He was a grain and produce dealer. His sons continue the business.

YORK.—On September 27, Robert E. York of I. W. York & Co. flour and feed jobber of Portage, Wis., died on a business trip to Minneapolis. Heart trouble caused his death. At the time of his death he was a director of the Central Retail Feed Association; he was formerly president of the Wisconsin State Millers Association.

FIRES—CASUALTIES

Glenn, Mich.—Fire damaged the J. Hamlin Feed Store here.

Seaford, Ind.—Fire destroyed a grain elevator with 25,000 bushels grain.

Gibson City, Ill.—Fire damaged slightly the Hamman Elevator at this place.

Buffalo, Mont.—Fire destroyed with a \$25,000 loss the International Elevator.

Savoy, Mont.—On August 31 fire destroyed the St. Anthony & Dakota Elevator.

Hume, Mo.—Fire destroyed to the extent of \$14,000, the Farmers Elevator here.

Darwin, Minn.—On September 4, fire destroyed the Farmers Co-operative Elevator here.

Sanborn, Iowa.—Small damage was done on September 12 to the Hunting Elevator here.

Ashton, Ill.—Lightning caused a small loss to the elevator of the Bergeson Grain Company located here.

Waco, Texas.—Fire destroyed with a loss of \$18,000, the plant of the B. G. McKie Grain Company.

Nacora, Neb.—Fire of unknown origin on September 25 destroyed the Moseman-Heyne Elevator here.

Mankato, Minn.—C. A. Nachbar Company's plant was struck by lightning and the roof was slightly damaged.

Ceresco, Neb.—The Farmers Elevator was damaged by fire which was started by lightning on September 7.

Annawan, Ill.—The elevator of F. C. Dewey & Co., was slightly damaged by fire of unknown origin on September 22.

Henderson, N. C.—The Seaboard Feed Mills were slightly damaged by fire which occurred at the plant on September 19.

Amo, Ind.—Fire of unknown origin was the cause of a small loss to the Amo Mill & Elevator Company on October 1.

Bryant, Ind.—A hay warehouse of the Geneva Milling & Grain Company is reported as being destroyed by fire on October 6.

Martinsburg, W. V.—Lightning was the cause of a small loss to the elevator of the John W. Bishop Company on September 6.

Cincinnati, Ohio.—Fire on September 11 destroyed the warehouse of the Early & Daniel Company with a loss of \$40,000.

Shawneetown, Ill.—The elevator of the Shawneetown Elevator Company owned by John Fitzgibbon was severely damaged by fire of unknown origin in September.

Ellinwood, Kan.—Fire destroyed the elevator of the Walnut Creek Milling Company of Great Bend, Kan. About 15,000 bushels of grain were also destroyed.

Cedar Grove, Shreveport, La.—Fire on September 14 destroyed the east side warehouse of the Shreveport Grain & Elevator Company, Inc., with a loss amounting to \$20,000. The warehouse contained a quantity of corn, oats and other grain.

Philip, S. D.—Fire destroyed the property of the Farmers Co-operative Company. This included elevator, in which were stored two carloads of

wheat, one of barley and one of oats, and the coal sheds. The loss was \$17,500.

Boswell, Okla.—Fire destroyed the warehouse of Snow & Chambers with complete loss. All con-

HAY, STRAW AND FEED

Ellis Garrison has opened a new feed store at Worthington, Ind.

Marty & Schultz, feed dealers at New Glarus, Wis., have discontinued business.

A grinder has been installed by the Farmers Grain Company of Hitchcock, Okla.

The Home Grain Company of La Grange, Ind., has installed new grinding machinery.

The Froning Grain & Coal Company of Allison, Iowa, has installed a new feed mill.

A grinding mill has been installed in the elevator of R. S. Whitney at Peterson, Iowa.

A grinder has been installed by the Farmers Elevator Company of Haysville, Kan.

The McMillan Company has added a \$50,000 addition to its plant at Fort Wayne, Ind.

Fred Carlisle has opened a feed store in the Cummings Building at Prairie Grove, Ark.

A Bowsher Feed Mill has been installed by the Farmers Grain Exchange of Sulphur, Okla.

The business at Celina, Ohio, formerly conducted as the Dull Bros., is now operating as C. E. Dull.

The interest of V. C. Whinery in the Anoka Feed Company of Anoka, Minn., has been sold by him.

New grinding machinery has been installed by the Rosedale Elevator Company of Rosedale, Ind.

The Jos. L. Ullathorne Company has taken over the Russell-Heckle Company of Memphis, Tenn.

The Wallace-Carpenter Coal & Feed Company of Englewood, Mo., has completed its new building.

The Equity of Amery, Wis., is enlarging and remodeling its warehouse and installing a large feed mill.

A grain elevator has been added to the feed grinding equipment of Dr. Allen at Correctionville, Iowa.

A feed store has been installed by C. E. White & Son who conduct an implement business at Carthage, Ind.

The Butler & Moon Feed Store at La Harpe, Ill., has been bought by George Sutton and John B. Campbell.

The G. M. Thompson Elevator Company of Bryant, S. D., has installed a feed mill and painted its elevator.

A new Monarch Feed Mill has been installed in the elevator of the Klein Bros. Grain Company at Inwood, Iowa.

The Watson Feed Company of Greensboro, N. C., is building a new house for its business. The

tents consisting of hay, implements and feed were a total loss.

Ogden, Utah.—Fire damaged to the extent of \$15,000, the elevator and mill of the West Ogden Milling & Feed Company. The loss is covered by insurance.

Mason (p. o. Erie), N. D.—The elevator and feed mill of John Miller Grain Company, together with warehouse and office were destroyed with a loss of \$30,000, on September 17.

La Junta, Colo.—Fire destroyed with a loss of \$30,000, the warehouse of the Denver Milling & Alfalfa Products Company. About 750 tons of Alfalfa meal were also destroyed.

Moscow, Kan.—Fire slightly damaged the Shriver Elevator here. About 5,000 bushels of wheat were slightly damaged. The grain was run out of the elevator after the fire started and most of it was practically unhurt.

Minot, N. D.—Fire destroyed the elevator of the Minot Farmers Grain Association together with a considerable amount of grain. The property of the Russell-Miller Company was also damaged by the same fire.

Conesville, Iowa.—Fire destroyed the elevator of the McKee Lumber & Grain Company with 1,700 bushels grain, including corn, oats, rye and wheat. The loss was \$10,000, part of which is covered by insurance.

St. Louis, Mo.—On September 30 fire damaged the contents and two-story frame building used as a mill building owned by the Paule Grain & Milling Company and occupied by the Feed Marketing Company, Inc.

Big Springs, Ohio.—On September 22 fire destroyed the three-story elevator owned by P. W. Briedenbach & Son of Kenton, with a loss of \$15,000. There was 6,000 bushels of wheat, oats and barley in the elevator at the time of the fire and these were destroyed.

company is owned by J. C. and C. O. Watson and will have increased facilities for handling feed, flour, etc.

The Five Points Seed & Feed Company has completed a new feed mill and storage warehouse at Phoenix, Ariz.

Bryant T. Maynard has resigned as vice-president of the Penick & Ford Sales Company, Ltd., Cedar Rapids, Iowa.

A new hammer mill has been installed by the J. E. Merrigan Feed & Fuel Company of Valley Junction, Iowa.

A new grinder and new motor have been installed in the elevator of the Farmers Elevator Company of Winfield, Kan.

The Young Bros. Grain & Hay Company of Nowata, Okla., has changed its name to the Young Bros. Hay Company.

R. G. Williamson, owner of the Plymouth Elevator at Merrill, Iowa, has equipped the elevator with a new feed mill.

A hammer mill is being installed by the Farmers Grain Company of Osceola, Neb., replacing the corn cracker formerly used.

A new sheller and cleaner and other equipment have been installed by the Dayton Hay & Grain Company of Dayton, Ohio.

A hammer feed mill has been installed by Welsh & Denan of Hancock, Minn., and feed grinding is to be done in the elevator.

Perkins Staf-O-Life Feed Store at Starkville, Miss., was opened for business on September 10. J. B. Perkins is proprietor.

A large feed grinder and electric power are to be installed, it is said, for the Urmston Grain & Seed Company at Camden, Ind.

Another warehouse has been built at Fargo, Okla., for the Farmers Grain & Supply Company for its feed and flour business.

Tate, Clark & Co., Memphis, Tenn., have been organized to deal in feedstuffs. J. Edgar Tate and R. G. Clark are interested.

The Kansasville Feed, Lumber & Fuel Company of Kansasville, Wis., has been bought by C. Cox, who takes possession January 1.

Elza Radcliff has sold his interest in the feed and seed store of Radcliff & Dohner at Columbia City, Ind., to his partner, Levi Dohner.

Heber J. Weber is in charge of the hay, feed and seed division of the United States Department of Agriculture for Idaho, Utah, Montana, Wyoming

and Colorado. He was former state agricultural inspector but resigned that to take the Federal position.

Articles of incorporation have been filed by the East Montgomery Fuel & Feed Company of Houston, Texas. C. M. Carothers is interested in the administration of the new firm.

A grinder is being installed and other improvements made to the property of the Gutman Grain Company of Gutman (Santa Fe r. f. d.), Ohio.

G. A. and C. J. Wehr and E. T. Rogers have incorporated at Everett, Wash., as the Monte Cristo Feed Company. The firm is capitalized with stock of \$25,000.

The Cooper Grain Company of Daytona Beach, Fla., has opened a new feed store there. S. C. Cooper and H. F. Pellicer are interested in the new firm.

Business has been started at Hamlet, N. C., by the Southern Feed Company. The company will handle hay, feeds, garden and field seeds and grain.

The warehouse of H. Boncher at Luxemburg, Wis., has been bought by the Luxemburg Grain Company and will be used for a hay and feed business.

The feed business of Ed Lahr has been sold by him at Juda, Wis., to the Roderick Lumber Company. He is now manager of the firm's station at Juda.

A new feed and seed store at Arcadia, Calif., known as the Arcadia Seed & Feed Store, is under the management of T. B. Buie. Patrick Lloyd owns the company.

Poultry feed mixing equipment is being installed and alterations made to the elevator of Magill & Co., Fargo, N. D., who operate as the Fargo Seed House. It has increased its capacity for handling poultry feeds.

A large warehouse has been completed at Louisville, Ky., for Aubrey & Co. The storage capacity will be 75 cars of feed. Machinery for mixing feeds is being installed.

W. J. Kiltz is now associated with the Ferd Dunnebacke & Co., dealers in flour and feed at Milwaukee, Wis. He was for 28 years agent for the Northern Railway at Kenosha.

A new feed mill is being installed by the Farmers Elevator Company at Dovray, Minn. The farmers elevator companies at Hadley and Jefferson, Minn., are also installing feed mills.

The capacity of the Triangle Feed Depot at Pomona, Calif., has been doubled. Richard A. Ainsa is owner and will operate a wholesale business now in conjunction with the retail.

Additional feed manufacturing machinery has been installed by the J. M. Gwaltney Company of Norfolk, Va., to engage further in milling special

poultry, dairy and horse feeds.

A third interest in the firm of Reiss & Hartman, feed owners at Mishawaka, Ind., has been bought by Vern Stahly of Nappanee. Mr. Stahly bought the interest of Harvey Hartman.

The South Side Feed & Fuel Company has been incorporated at Missoula, Mont, capitalized at \$50,000. M. O. Burreson, Agnes Burreson, C. E. Nelson and Belle Nelson are interested.

Poole & Sherrill, who conduct a feed and grocery business at Hartselle, Ala., have dissolved. Hugh Sherrill is retiring and Walter S. Poole is continuing the enterprise as the sole owner as W. S. Poole & Co.

The feed business conducted for a number of years at Hopkins, Minn., by the MacDonald & Son, has been bought by the Haertel Bros., feed dealers. They took possession in September and will continue the business.

J. Frank Huston has been made manager of the millfeed merchandising department of Henry Lichtig & Co., Kansas City. The company has a membership in the Kansas City Board of Trade, with offices at 960 Board of Trade Building.

The Cook-Bahlau Feed Company of Pine Bluff, Ark., has completed improvements to its property at a cost of \$15,000 and now has capacity of 25,000 bushels. The company also handles flour. Mr. Cook and H. V. Bahlau were formerly associated in the management of the Riley Feed Manufacturing Company.

The Midwest Mineral Company has opened a factory at Grinnell, Iowa, for the manufacture of stock feds, disinfectants, etc. M. E. Scandrett is to manage the property. The company was organized by John C. Gregg and Mr. Scandrett. It has a factory at Waynetown, Ind., and expects to build another warehouse at either Greenwood or Franklin, Ind.

The Grover-Schultheis Company and Fred Litchard & Co., of Hornell and Wellsville, N. Y., respectively, have consolidated and will continue the business of both companies as Litchard, Schultheis & Johnson, Inc. The activities will be directed from the main office at Wellsville, N. Y., by Edward Schultheis, former manager of the Grover-Schultheis Company and Fred Litchard and Charles P. Johnson, former owner of Fred Litchard & Co.

The Cox Grain Company of Moran, Kan., is converting its elevator into a poultry and dairy feed plant and is overhauling the elevator adding new waterproof pit, dump, sink, and new leg with 6x11 buckets, and raising cupola 14 feet. All machinery is equipped with friction and jaw clutches. A two-pair high roller mill with one hammer mill direct connected with dust collector and sacking spouts, one batch feed mixer and a 15-horsepower Fairbanks-Morse Motor, and one combination dump are being installed and a new warehouse two stories high, 24x30 feet, is being built.

to absorb the moisture. This close contact eliminates the spread of moulds. The waxed paper on the outside of the last layer of the roll prevents loss of moisture from evaporation and also acts as an insulation between layers to prevent the spreading of infection from diseased kernels or to prevent the test from growing together in a tangled mass.

On the third day, the test may be unrolled very easily and the upper towels turned back for counting. Very frequently, the test is complete on the third day but if not, the upper towels can be replaced and the test rolled up again. When left to the fourth or fifth day, the roots grow into the towels and it is more difficult to separate the towels unless they are very tough.

Our first intensive check on this method consisted of 189 samples put in at one time. These tests were all complete within five days. The results were checked against the records of three to five tests of each of these same lots of corn. The former tests had taken from six to eight days with an average of seven days. A summary of the comparison of results is as follows:

36 tests were just the same
77 tests were 1/4 per cent above former tests
4 tests were 5/8 per cent above former tests
17 tests were 7/15 per cent above former tests
144 tests above
40 tests were 1/4 per cent below former tests
5 tests were 5/6 per cent below former tests

45 in very reasonable tolerance
10 tests were 7/10 per cent below former tests
On the 189 samples, there was an average gain of 1 per cent in germination. In time, there was a gain of two days.

The following table is a comparison of two tests of the same lot of corn, one rolled and one put in between the folds of toweling. These showed not only a marked difference in the presence of mould but considerable difference in the length and strength of sprouts.

Lot N-42, 4 days	Test folded	Test rolled
Kernels, apparently dead.....	5	4
Kernels, very weak.....	6	1
Roots, fair—plumules not out of seed coat	22	0
Plumules just out to 1/2 in. long.....	38	0
Plumules over 1/2 in. to 1 in. long.....	28	10

IMPORTS OF FORAGE SEEDS

The Seed Testing Laboratory of the Bureau of Plant Industry reports the following imports of forage plant seeds permitted entry into the United States under the Federal Seed Act:

Kind of Seed	September		July 1, 1926, to Sept. 30, 1926	July 1, 1925, to Sept. 30, 1925
	1926	1925	Pounds	Pounds
Alfalfa	31,200	36,100	73,700	74,100
Canada bluegrass ..	1,700	2,500	5,100	35,600
Alsike clover	13,600	998,900	48,300	1,147,700
Crimson clover ....(1)	886,400	1,432,700	2,321,800	4,216,300
Red clover	34,200	.....	290,700	28,900
White clover	51,800	56,300	213,000	329,800
Clover mixtures .....	.....	2,500	.....	3,000
Orchard grass	5,000	16,200	133,200	16,200
Rape	(2) 548,700	1,022,700	1,022,600	1,277,400
English ryegrass ...	143,100	134,000	343,100	315,900
Italian ryegrass ...	55,400	143,500	153,600	294,500
Hairy vetch	(3) 156,500	396,100	365,100	1,460,200
Spring vetch	2,000	.....	19,800	117,700

The Seed Testing Laboratory of the Bureau of Plant Industry reports the following imports of forage plant seeds not subject to the Federal Seed Act:

Kind of Seed	September		July 1, 1926, to Sept. 30, 1926	July 1, 1925, to Sept. 30, 1925
	1926	1925	Pounds	Pounds
Bentgrass	17,000	6,700	25,400	47,400
Biennial white-flowered sweet clover	111,100	71,000	300,700	134,100
Biennial yellow-flowered sweet clover	8,100	20,200	24,400	63,300
Canary grass .....	.....	.....	1,100	.....
Crested dog's tail ..	.....	.....	.....	2,200
Chewings fescue ...	68,000	35,100	396,200	347,500
Other fescues	76,700	106,400	76,700	303,000
Carpet grass .....	.....	.....	.....	4,200
Fescue grass .....	.....	.....	.....	3,100
Rhodes grass .....	.....	4,900	.....	9,800
Rough-staked meadow grass	12,400	.....	16,600	500
Sainfoin .....	.....	300	.....	300
Sweet vernal grass..	.....	200	.....	200
Molasses grass .....	.....	36,600	.....	36,600
Velvet grass .....	.....	3,900	.....	5,900
Wood meadow grass ..	.....	2,200	.....	2,200
Lawn grass mixture..	1,000	.....	1,000	.....

(1) 536,500 pounds from France; 335,800 pounds from Hungary; 7,500 pounds from Poland; 6,600 pounds from England. (2) 405,100 pounds from Holland; 140,400 pounds from Japan; 3,200 pounds from France. (3) 134,800 pounds from Germany; 21,700 pounds from Hungary.

NEW YORK SEED MARKET IRREGULAR AT SEASON'S END

By C. K. TRAFTON

The weather continued unsettled over a wide area, but nevertheless, it was generally better for business in the leading field and grass seeds. Jobbers began to show more interest and a gradual increase in buying was noted. Then followed a period of good weather; the longest period of the summer, in fact, and as a result the jobbing season was extended about one week longer than usual. There was further reduction of stocks and the firm tone of the market became more pronounced. Latterly, there has been a marked shrinkage in business and in some quarters an easier tendency has developed; not because of any burdensome carry-over, but because of earlier predictions of large crops were confirmed, and according to some conservative traders growers had been able to sell little owing to their high price views and now they will probably be forced to offer concessions in order to dispose of

FIELD SEEDS

SEED CORN PRECAUTIONS

As winter approaches there are certain things which the grain dealer handling seed corn should remember. To obtain the best germination yields, seed corn should be thoroughly air dried before it is placed in winter storage. Ordinary winter temperatures do not injure seed that has been properly cured. In curing, the ear should either be laid on suitable racks or so suspended that there is free circulation of air. The curing place should be kept open in drying weather and closed when the temperature falls to the freezing point. Ordinarily, artificial heat is not necessary to cure properly. If used at all it should be moderate in amount, particularly at first when the corn has a high moisture content.

SEED CORN TESTING METHODS

At the recent meeting of Official and Commercial Seed Analysts in Ithaca, N. Y., Macy L. Spracker, seed analyst for Northrup, King & Co., Minneapolis, reviewed seed corn testing methods and outlined a new method for making germination tests of seed corn. The address in part was as follows:

Today paper towels are used in most laboratories as a medium. There is considerable difference in the absorbent qualities of paper towels on the market. Some towels become saturated the instant they are immersed. Unless the surface water is allowed to drain off after this type of towel has been dipped, there will be more water than the towel can hold and a film of water forms about the seed, shutting out the air entirely and thus cause death or weakening of some seed. Other towels seem to absorb very little water when dipped. However, when held up to drain, the surface water gradually penetrates into the fibers and sufficient moisture is available for the seed.

The final results when both type towels are drained is practically the same. The less absorbent towels are usually tougher, hence easier to handle. When

wet, some towels will scarcely hold their own weight while draining and are very difficult to handle. There is at least one towel on the market which combines both these qualities. It is very absorbent and still very tough.

In the test between folds of paper towel, there is another source of variation in moisture. There are always a few sprouts which come out more quickly and stronger than others. These plumules lift the upper fold of the towels so that the slower kernels are only in contact with the moist medium on the lower surface and their chance to take in water enough to sprout is lessened. The folded test has also considerable surface exposed to evaporation when the tests are being counted or being changed from one germinator to another.

Soil in best condition to bring out the sprouts is damp but not wet. The moisture is held in a film of water about the soil particles. In planting corn by hand, the farmer steps on each hill to make sure that the soil particles are packed closely about the seed. The necessary air must come through the very small spaces between the soil particles.

To apply this to our artificial tests, we should have the moisture held by the fibers or particles of the medium and then have the moist medium in very close contact with the seed. As long as there is insufficient loose water to form a film about the seed, there is no danger of injury from lack of air.

In our laboratory, we have recently modified our method of test so that, leaving the temperature the same, we have been able to eliminate practically all the difficulty with the other factors and at the same time, hasten the completion of test two days. Our method is as follows: Use a sheet of heavy waxed paper as a foundation, on this place a moist paper towel. Space the hundred seed over the entire towel. Then cover with two moist towels and roll the four layers up like a rag doll, fastening the ends with small rubber bands. To secure a uniform amount of moisture in each towel, we dip the towel and hold it up by the end, with one corner slightly lower, until the surplus water ceases to run off in a steady stream and begins to drip.

The moist towels above and below are pressed into close contact about the seed as the test is rolled. Each kernel is separated and each has the same chance

their surplus supply. In certain other varieties, however, the tone has continued firm as yields of both domestic and foreign sorts were disappointing. Hence prices now current show irregular changes when compared with those ruling a month ago.

Red Clover has been inactive as a spot proposition throughout the month and nominal quotations have moved irregularly. During the first week or so the previous quotations of 37 cents for domestic seed and 27 cents duty-paid for imported were kept in force. Subsequently the tone became easier, especially on foreign seed which was quoted at 24 cents for future delivery, while domestic seed was reduced to 36 cents. In spite of the advance, additional business was reported. Arrivals for the month were nil, against 1860 during August.

Crimson Clover was in fairly good demand early in the month, but some increase in arrivals made buyers cautious and led to some increase in selling pressure. There was some demand for "carry-over" purposes, but nothing like general buying interest. Arrivals for the month were about 2,220 bags, compared with 5,050 for the previous month.

White Clover was generally in slow demand on spot and with easier conditions in growing sections, the local basis declined from 35 cents to 33 cents. Arrivals during the month were about 630 bags, against 275 in September.

Sweet Clover advanced about 3 cents during the month owing to shortage of production, the spot basis now being 13½ cents.

Timothy has moved nervously between 7 cents

made in respect of germination minima, also some changes in purity standards with a view of facilitating the importation into a movement within Canada of the kinds included under the table, and also in order that as prompt a service as possible may be given from the seed laboratories of the Canadian Department of Agriculture, to seedsmen, dealers and others during the busy season.

In Table 4 the minimum of germination for registered and extra No. 1 for the kinds of seed included under the table were lowered to the equivalent of minima for the same kinds of seeds as included and stated under Regulation E of the present established regulations.

This was done in recognition of the superior breeding and quality of the seed stocks obtained from the kind of registered crops in question.

Some amendments to the Seeds Act were also recommended, and these will be brought before Parliament at a future date.

A SEED CONCERN IN TWO STATES

To do one thing and do that well was the idea behind the men who in July 1925 organized the Kato Sales Company, Inc., at Williamson, N. Y., and they have succeeded. Their idea was to grow and handle a high class seed corn for ensilage purposes only and the idea grew until it was necessary to build a warehouse to facilitate it. Delta, Pa., was chosen as a logical place. It is on the Maryland & Pennsylvania Railroad and in an excellent locality for the purposes of the Kato company. The build-

FIND SEED RATES UNFAIR

In the proposed report of Examiner Frank E. Mullen, of the Interstate Commerce Commission, in the case of the Fredonia Linseed Oil Works Company vs the Atchison, Topeka & Santa Fe Railway Company, the rates on flaxseed in carloads from South Dakota points to Fredonia, Kan., were found unreasonable prior to March 6, 1926. The Board of Railroad Commissioners of the State of South Dakota was an intervener in the case, as was the Minneapolis Traffic Association.

MILWAUKEE SEED OUTLOOK BRIGHT

By C. O. SKINROOD

Milwaukee seed dealers report an excellent demand for seeds in almost all lines with the prices holding very firm in many lines. One dealer here declared that the farmers in Wisconsin and surrounding states are in better shape than a year ago and that this is sure to mean a heavier demand for seeds than ever before.

Another point stressed by dealers is the growing progressiveness of farmers of this state. In past years the farmers never dreamed of touching their pastures. If the grass failed, as it often did, nothing was done about it. Now, they say, the wide awake progressive farmer is likely to plant Sweet Clover on his wornout pastures and presently he has a fine stand of feed. The neighbors see that, seedmen point out, and pretty soon all the farmers roundabout are buying Sweet Clover, thus creating a brand new seed demand that never existed before.

The rain is reported by Milwaukee seed dealers to be the biggest factor in the Red Clover trade. Not much of the threshing has been done yet, being materially hindered by the fact that there have been several rains every week and not enough time between rains to dry out the cuttings.

The rain will also determine the quality of seeds and this is expected to be poor. Threshing started and some seed came in to Milwaukee which was all brown and discolored. Since that time there have been heavy showers and seed dealers report that it is practically certain that the quality of most of the Red Clover seed will be badly damaged this year.

The demand for Red Clover is good. The market is very strong with recent advances in prices here. With the rains damaging much of the seed the supply of really good seed will be reduced and this is likely to command still higher prices, local seedsmen believe.

Timothy, like other seeds, has also been badly damaged by the rains, much of the seed offered being badly discolored. The yields were reported as only about average. The demand for it is slow and not much hope is entertained by seedsmen of ever getting much of a market in this seed as thousands of farmers have stopped sowing Timothy entirely and this is curtailing the annual demand more and more.

Alsike was largely threshed before the rains and the quality is reported by the local dealers as exceptionally good. The crop was also large, many reporting liberal yields. Due to the liberal supply the market on this line of seeds is just holding steady.

Alfalfa is moving to some extent in the local market but the supply is reported as quite a little less than last year, according to all local indications. The demand for Alfalfa is just fair, the season of extensive buying not having opened as yet. The quality of the seeds which have been offered here as yet has been high class.

The Sweet Clover market is reported as very strong with this now one of the most popular of all of the seeds available. The quality of all the early seed sold here in Milwaukee was very good but since that time the huge rains have occurred and the seed handled after the rain shows the typical discoloration and off quality which is likely to be a decisive factor in trade all this season. The White Clover market is largely nominal and not much is being traded in here at this time, local seed handlers report.

Milwaukee seed dealers report that there is likely to be a good demand for seed oats this year, probably much more than in previous years as much of the oats threshed in the state is reported as light. Since this chaffy oats is unsuitable for seed, an exceptional demand for better grade, choice seed



THE DELTA, PA., WAREHOUSE OF THE KATO SALES COMPANY, INC.

and 7¼ cents during the month. At the outset more sellers asked the higher price which served to check demand. Later when more became available at 7 cents a larger business was done with both domestic and foreign buyers, the latter being reflected by much larger exports, the total for the month being about 6510 bags, compared with 1220 during the previous period. Latterly there has been less demand from both sources and 7 cents is again the general quotation.

Redtop was on the down-grade throughout the month. Indications that the crop would exceed previous estimates checked both domestic and foreign buying, and also led to increased selling pressure. Hence the spot quotation was reduced from 28 cents to 27 cents; then to 26 cents; and finally to 25@25½ cents. About 575 bags were exported.

REVISION IN CANADIAN SEED ACT

The Canadian Advisory Board under the Seed Act, 1923, met on September 28-29 to consider staining seeds imported into Canada and the following recommendations were made. These are, of course, subject to the approval of the Minister of Agriculture, before they can be incorporated in the regulations under that Act.

Staining clauses whereby Alfalfa and Red Clover seed entering Canada must be stained with the color prescribed for the geographic area in which they were produced, were recommended by the Board. The regulations, if approved, will be similar in all respects to those adopted by the United States. An interesting feature of the staining clauses is that the United States is given a distinctive color, namely orange, just as Canada has been given by the U. S. Government a distinctive color (iridescent violet). This step was taken with a view to further protecting the best interests of Canadian agriculture.

In dealing with grade standards and definitions, some changes were made. Those included under Table 1 are raised with a view of improving the quality of cereal grains used on Canadian farms. Slight changes were made in the minima of germination for grasses more especially, and included under Table 2. In Table 3, similar changes were

ing is 40x140 and 40x50 feet, two stories in height and there is an adequately equipped green house for germinating the corn. The company has 600 acres under cultivation for this year's demand. This is approximately 30 cars of seed corn.

No expense was spared in building the warehouse. The building is of mill construction, planned especially to meet the demands of the Kato Sales Company. It has two grain cleaners with 200 bushels per hour capacity. There are two corn shellers of 150 bushels' capacity per hour. Two 25-horsepower electric motors are used for the company uses electric power for operating its warehouse machinery, and buys central station power. Belt drives are used. There are two Fairbanks-Morse Scales and adequate fire protection.

The company can handle from 30 to 50,000 bushels of corn a year. Dairy feeds are handled as a sideline to seed corn.

The officers of the company are: Fred M. Kenyon, president with headquarters at Williamson, N. Y. Harry Maxson, vice-president; H. Taylor, treasurer; D. Rose, production manager, York, Pa.; George D. Kenyon, general manager and conductor of sales, whose headquarters are now at Delta.

The company under the direction of these men, every one of whom is thoroughly acquainted with the needs of the trade which they would serve, has a bright outlook, and their one product, Kato Three Star Ensilage Corn, an unusually good bid for popularity in New York and Pennsylvania.

BETTER SEEDS; BETTER CROPS
SEEDS PRUNTY SEED & GRAIN CO.
9 South Main St. SAINT LOUIS



BUYERS—SELLERS, FIELD SEEDS

ED. F. MANGELSDORF & BRO.

Wholesale Field Seeds

First and Victor Sts., St. Louis, Mo.

oats is anticipated. The crop of oats in Wisconsin was also light, being cut down about one quarter from a year ago. Rain has also damaged the oats in shock very badly in many cases and this will further increase the demand for choice oats for seed.

The rapidly growing importance of flax is also shown by the official reports indicating that the Wisconsin yield will be about 171,000 bushels as compared with a harvest of only 152,000 bushels a year ago. The five-year average of flax yield is only 94,000 bushels. The state is now edging close up to the 200,000 bushel annually, so that the state has virtually doubled its flax yield within a few years.

NEW SEED TRADEMARKS

The following new seed trademarks have recently been published in the *Official Gazette* of the United States Patent Office: "Regina" oats for seed. Stühr-Seidl Company, Minneapolis, Minn. Filed June 24, 1926. Serial No. 233,714. "Idatah" field seeds and seed grains. Occidental Seed Company, Salt Lake

IDATAH MILE HIGH REGINA

City, Utah. Filed January 25, 1926. Serial No. 226,367. "Mile High" field, garden and flower seed. Grand Junction Seed Company, Grand Junction, Colo. Filed June 5, 1926. Serial No. 232,769.

The Todd Seed Company of Kirkland, Wash., has erected a new warehouse.

F. W. Graass is succeeded in the seed business at Sturgeon Bay, Wis., by David L. Nebel.

A warehouse for the seed business of George A. Stover at Hydro, Okla., is being built there.

Emory E. McAtee is now associated with the Ohio Valley Seed Company of Evansville, Ind.

The capital stock of the Magnolia Seed Company of Dallas, Texas, has been increased from \$10,000 to \$20,000.

Capitalized at \$30,000, the Embro Seed Company was incorporated at St. Louis, Mo. Edward F. Mangelsdorf is interested.

A four-story building is under course of erection at Mitchell, S. D., for the Dakota Improved Seed Company. Richard Burns is president.

An exclusive seed rice elevator and warehouse is to be located at Stuttgart, Ark. It will be owned by C. E. Pettit and R. L. Abbott.

The B. C. Valve Building at Vancouver, B. C., has been leased for five years by the Rennie Seed Company, which will use it as a seed warehouse.

The contract has been let by the Kilgore Seed Company of Plant City, Fla., H. M. Kilgore presi-

(Continued on Page 242)

Grain and Seeds

FOR SALE

Fancy recleaned Kentucky Bluegrass Seed. We are growers, specializing in this seed and offer excellent quality. Prices, large or small quantities, on request. RUSK FARMS, Box A, Windsor, Mo.

Miscellaneous Notices

WANTED

Partner—too much for one man. Will accept part trade. This will stand inspection. HAWARDEN ROLLER MILLS AND ELEVATOR, Hawarden, Iowa.

BUFFALO, N. Y.

The Great Grain Center.
Rail, Water and Power Properties.
Personal, Confidential Service of
SPENCER S. KINGSLEY, Realtor, 63 Niagara St.

FLOUR AND MILL FEEDS

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. ANSTED & BURK CO., Springfield, Ohio.

PARTNER WANTED

Would like to have a good, live partner with a few thousand dollars to invest; a young man who would like to grow with the country. Possibilities are great for a man who will work. Have new elevator, and farmers raising more grain every year. A real opportunity. W. F. NOLAN, Buffalo Gap, S. D.

For Sale

MACHINERY

ENGINE FOR SALE

A 15-h.p. Type Y Fairbanks-Morse Oil Burning Engine; clutch, pulley. R. L. BESHES, El Paso, Ill.

FOR SALE

A No. 7 Clipper Power Cleaner with 24 sieves, \$35. D. DICKINSON & CO., Malone, N. Y.

FOR SALE

One combination corn and cob separator and small grain cleaner. Price \$150. JOHN MURRAY & SON, West Jefferson, Ohio.

EUREKA COMBINATION DUST COLLECTOR

No. 34, in good running order. List price new, \$339. Our price, f.o.b. Keokuk, \$125. PURITY OATS COMPANY, Keokuk, Iowa.

FOR SALE

Pulleys, 1,000; all sizes, solid cast iron, wood and steel split. Elevator belts and buckets and supplies. STANDARD MILL SUPPLY COMPANY, 501 Waldheim Building, Kansas City, Mo.

MACHINERY FOR SALE

One No. 5 Invincible Oat Clipper.
Two 50-h.p. Allis-Chalmers Motors.
One Williams Pulverizer, large size.
One Eureka Improved Batch Mixer.
One 9"x30" B. & L. Double Roller Mill.
One 36" Alfalfa Breaker.
One No. 453-A Eureka Cracked Corn Separator.
One No. 5 Monitor Dustless Cracked Corn Separator.

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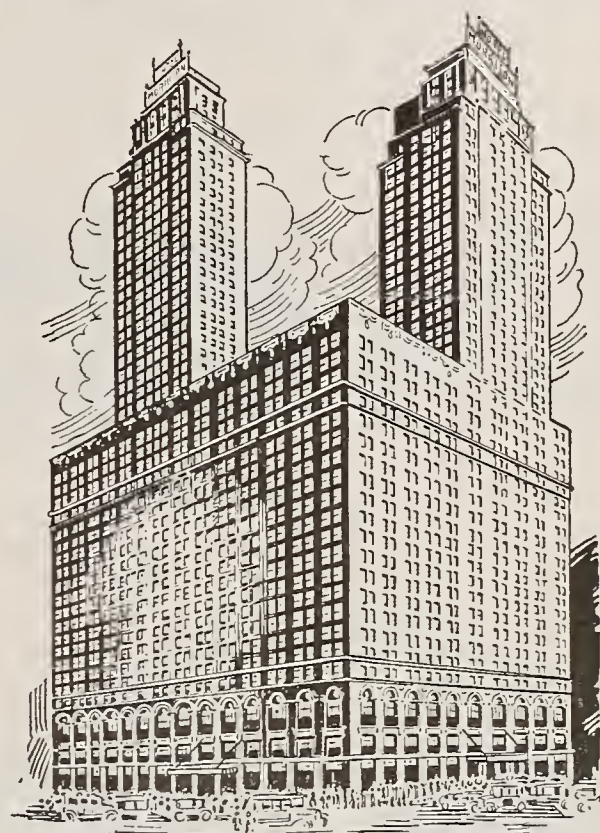
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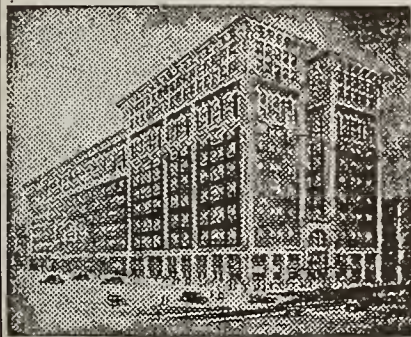
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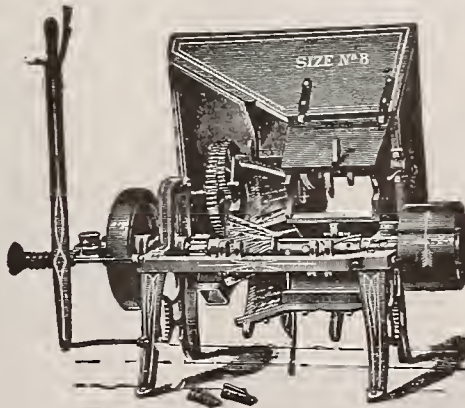
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(Continued from Page 240)

dent, for replacing the "red top" packing house. The company plans erection of a 50x50 foot addition later in the season.

New machinery and equipment are being added to the property of the Page Seed Company of Greene, N. Y., to facilitate their handling seed corn.

The Sioux City Seed Company is transferring its western headquarters to Basin, Wyo., from Montana. Complete machinery is to be installed for cleaning.

The Teweles Seed Company of Milwaukee, Wis., is considering the erection of a seven or eight-story seed warehouse. The property will probably not be enlarged until next spring.

Extensive improvements are being made at the farm of the Holmes-Letheiman Seed Company of Canton, Ohio. A large storage house and packing house and sheds are being built.

N. B. Keeny & Sons, Inc., of Leroy, N. Y., are building a 50x60 foot ironclad seed warehouse at

Powell, Wyo. In addition to storage, cleaning and packing equipment is to be installed.

The Johnson Bros. now own the San Joaquin Seed Company of Modesto, Calif. B. M. Johnson has been in the employ of the firm for a number of years; Herbert Johnson is a new member.

The seed and feed business of T. G. Blankenship at Siloam Springs, Ark., has been bought by A. W. Coates. Mr. Coates was formerly with the Excello Feed & Milling Company of St. Joseph, Mo.

A. E. Bather has been elected vice-president and director of the Western Seed Marketing Company of Salt Lake City, Utah. He resigned from the Northrup, King & Co., Minneapolis, a short time ago.

The Fargo Seed House operated at Fargo, N. D., by Magill & Co., are installing poultry feed mixing equipment and making alterations to the elevator which will increase its capacity in handling poultry feeds.

Charles P. Allen is now associated with the Cor-

neli Seed Company of St. Louis, Mo. He entered the seed business in 1914 with the Plant Seed Company of St. Louis. He will be in the wholesale field seed department of the progressive seed company.

Machine for the treatment of seed wheat and grain sorghums for smut has been installed by the Jeffus-DeLoach Grain Company of Plainview, Texas.

The Nevada Seed House, Nevada, Iowa, has been bought by E. F. Clark. He will stock up with pure bred seed corn and put seed corn curing operations under way soon.

John Crutchfield is now associated with the Dobson-Hicks Company of Nashville, Tenn., and will represent that company in middle Tennessee and southern Kentucky featuring field seeds.

The Tucker-Mosby Seed Company at Memphis, Tenn., which has been dissolved is succeeded by the Oliver Tucker Seed Company, Inc. A new firm is being started also by the John Mosby Seed Company.

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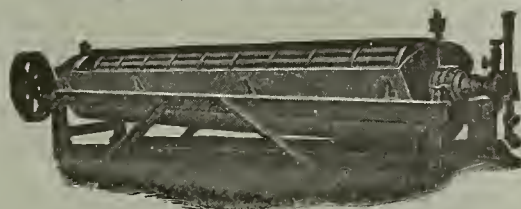
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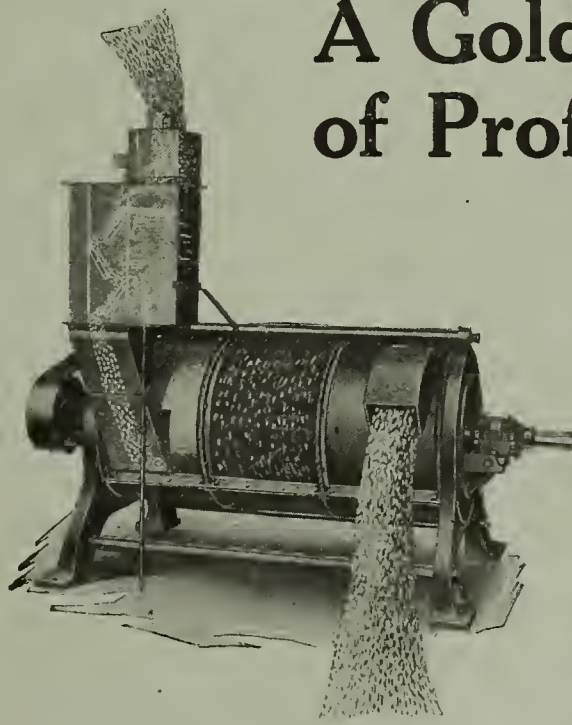
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The owner of an elevator that is equipped with a Wolf-Dawson can receive smutty wheat, wash it thoroughly at small expense, and pocket the dockage charge. This is being done every day in other elevators. You can do it in yours.

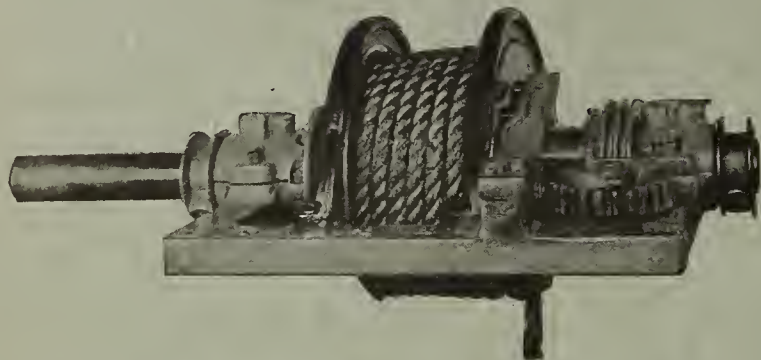
See for yourself what it does.

If you have not received one of our cartons, showing samples taken from a carload of smutty wheat before and after washing, there is one waiting for you. Write for it.

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Note these important features of the MORRIS Dust Collecting Automatic Grain Drier

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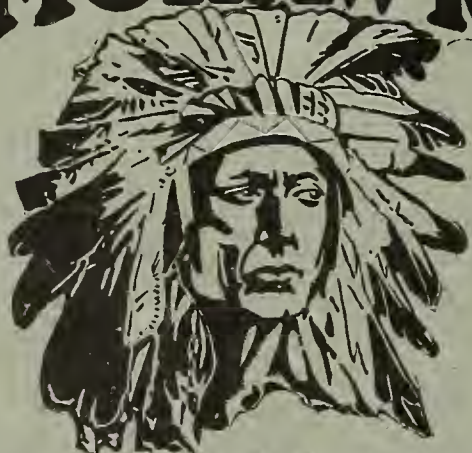
*Write our engineering department
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